

**ATTACHMENT 4d:
SCOPING COMMENTS RECEIVED**

Actual Comments with Assigned Topic Code

N3-3

1 [gotten worse and worse over the past -- less than a year.

2 It's just gotten bad. We need help.

3 I think that's really all I have to say. Thank you.

4 HEARING OFFICER PHILIPSEN: And the name on the
5 list is?

6 MS. ALDRICH: Jill Aldrich.

7 HEARING OFFICER PHILIPSEN: Jill Aldrich.

8 Thank you. Now you have three minutes.

9 MS. ALDRICH: My name is Jill Aldrich, a
10 property owner, along with my husband, for over 50 years.
11 We have a concern about the newest building site on 24th
12 Avenue South, not far from the federal detention center.

13 About a month and a half ago, my husband and I walked
14 on the Des Moines Creek Trail for about ten minutes and
15 noticed a sign that said "Critical Area" that was placed
16 there by King County. Looking past that sign, over the
17 stream and past not many trees, was some bulldozed dirt
18 going up to a building site.

19 As the building site has progressed, we have been
20 watching to see what the process has been to protect the
21 stream that is critically close to two dirt hills
22 precipitously close to that endangered stream.

23 So that's it.

24 HEARING OFFICER PHILIPSEN: Thank you.

25 MS. ALDRICH: Thank you very much.

N8-2

Good evening SeaTac Airport Commissioners

9-10-1018

My name is Jill Aldrich, a property owner along with my husband, for over 50 years.

We have a concern about the newest building site on 24th Ave South, not far from the Federal Denton Center.

210-36
About a month and a half ago my husband and I walked on the Des Moines Creek Trail for about ten minutes and noticed a sign that said Critical Area that was placed there by King County. Looking past that sign, over the stream and past not many trees, was some bulldozed dirt going up to a building site.

As the building site has progressed, we have been watching to see what the process has been to protect the stream that is critically close to two dirt hills precipately close to that endangered stream.

206-878-8010 *Jill Aldrich* 20010-14th Av S

From: Dayna Anderson
To: [SAMP Public Comments](#)
Cc: [Nemo Genitori](#)
Subject: Comment on Sustainable Airport Master Plan
Date: Wednesday, September 26, 2018 12:27:59 PM

Dear Mr. Rybolt,

I am reaching out to you about how the increased traffic over Des Moines and surrounding cities has affected nearby residents.

I have been tracking flights which takeoff/ land directly overhead or closely adjacent to 601 S 227th Street and those coming in over Vashon.

Since 2013 the noise level and increased air traffic has risen exponentially.

It cannot be expressed how much this has adversely impacted Des Moines as well as residents up to and adjacent to Saltwater Park.

To date flights are come in for landing/ departure every 25-30 seconds over head with some actually banking directly over Mariner Manor.

I returned to and settled in Des Moines for health and serenity. The environmental impacts of increased noise pollution as well as particulates overhead and over the Sound is especially concerning to all who live in these communities.

Has there been any fuel dumping at times? Why is the third runway being utilized so often?

Since there is a huge increase of daily and night departures/landing coming in the future, why has the Port not addressed the noise and pollution factors with scientific studies along with how this will affect our marina, marine life, surface water, Noise Remedy programs for Marina district and those suffering under flight paths-especially seniors and children.

Personally I do not like to open my windows due to the noise chaos. I've smelled jet fuel several times. Pollution has shown up on cars not only in airport crew lots, but especially down here in the marina district.

Aircraft seem to be especially louder during the night hours - is there no curfew like most major airports?

Is Everett going to build its airstrips/ facilities to bring relief to SeaTac?

I've been out of the area when meetings have gone on so have not been able to voice these concerns.

Our property values have gone down due to the exhausting noise pollution.

Please consider every all requests, comments and questions that are submitted to you and the Port.

Puget Sound and the marina and our residents are extremely vulnerable with all of the stated above.

It is my sincere hope that flights will go back to using runways 1&2 and rarely 3 as needed and that this problematic development be address for the health and safety of everyone in SeaTac flight paths.

With Best Regards,

Dayna Anderson

N1D-8
N5-2
N2-1 / N3-1
N4-4
N2-1
N3-6
S2-1

N6-1

N5-2

1 website, and I can give you that address.

2 All comments, no matter how they are submitted, are
3 treated equally. Most important is that all comments must
4 be postmarked by September 28, 2018.

5 With that, I'm officially opening the oral comment of
6 the scoping meeting. And you are Jan Anderson?

7 MS. ANDERSON: I am.

8 HEARING OFFICER PHILIPSEN: Okay. And you have
9 three minutes.

10 MS. ANDERSON: Okay. I have lived in my house
11 for 53 years, so I've been able to assess the change that
12 has occurred in the amount of traffic, the amount of noise,
13 the amount of pollution, at least perceived by the people
14 underneath flights, because we can't keep our cars clean.
15 And I heard an excuse over here that it's perhaps fireplaces
16 and wood stoves, but there's been a huge decrease in wood.
17 Everybody has gas stoves now and electric fireplaces.

M
18 My particular concern is the environment, which
19 includes noise pollution, but it also includes whatever kind
N
20 of particulate matter that is coming down and things of that
21 nature, because my husband is the third person on my block
22 to die of ALS, which is Lou Gehrig's disease. And none of
23 them were genetically-induced ALS; they were all
24 environmental. And his was particularly located in his
25 lungs.

1 And so I just really think -- and I know there's been a
2 lot more stress and a lot more cancer cases in our
3 neighborhood, and I can't help but believe the constant
4 noise -- and I do mean constant, every minute, a minute and
5 a half an airplane goes over most of the time -- that all of
6 these things take their toll on the physical and mental
7 health of the people who live in this neighborhood. And to
8 increase from 416,000, or whatever, flights a year just
9 seems unfair.

10 I feel that the Port of Seattle -- I know they're
11 working for the Port of Seattle and not someone else, but
12 they should work more rigorously with outlying areas to
13 increase the air traffic in those places, which would help
14 our traffic as well, because the traffic that's coming to
15 the airport for all of these flights is a huge, incredible
16 amount of noise.

17 Is my three minutes up?

18 HEARING OFFICER PHILIPSEN: No. You've got
19 another minute.

20 MS. ANDERSON: Okay. And I personally have
21 used the airport, of course. My husband, though, has been
22 in the neighborhood since 1938. And his grandfather built
23 our house, and he went to the opening of the original
24 airport in 1948, I think, something like that.

25 And so the impact on a neighborhood from silence to

1 what's happening now has just been astronomical. But I do
2 think the environment is the most important thing. Social
3 is important to me too because I can't talk on the phone to
4 people, I can't listen to my TV, I can't have parties on my
5 deck because you can't hear anything.

6 That's probably the extent of my rant.

7 HEARING OFFICER PHILIPSEN: Thank you.

8 MS. ANDERSON: Anyway, I'm really worried about
9 health, mental and physical health. And thank you for
10 listening and writing that down, and I think I'll probably
11 submit a written comment as well when I have more time to
12 think it through and edit it.

13 HEARING OFFICER PHILIPSEN: We will begin with
14 Dana Hollaway, and then State Senator Mark Miloscia, 30th
15 District. Okay? And I'll time you.

16 MS. HOLLAWAY: Okay. Do I have to identify
17 myself first?

18 HEARING OFFICER PHILIPSEN: Please do so.

19 MS. HOLLAWAY: My name is Dana Hollaway. I'm
20 from Federal Way. Before the SAMP approval and
21 implementation, the impact on human health and environment
22 must be analyzed under applicable EPA, federal and state
23 laws. Testing analysis and published results must be done
24 prior to any increase in flight operations or of airport
25 expansion. Testing for the toxic chemical thorium -- and



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

Comments must be received by September 28, 2018.

- 502-1 [1) There needs to be more consideration
- increase air filters - out of Seatac
- reduce air bus people coming from air terminal
- Would drinking expansion of road - access
North - a better alternative?
- less traffic coming down I-5
- N3-2 [2) Different flight patterns need to be developed
to defer sound from neighborhoods
- N10-30 [3) Does Seatac pay + support the light rail?
Support the community in any way - if so, what?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: TRIPPA ANTHONY
Address: 404 S. 284th St
Des Moines WA 98148
Anthony 372@gmail.com

N10-37

From: ROLF F Amundson
To: SAMP Public Comments
Subject: Questions & Requests (SAMP)
Date: Sunday, September 16, 2018 7:49:04 PM

Please click on the attachments

Thank you

Sincerely,

Rolf Amundson

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW

NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS

SEATTLE-TACOMA INTERNATIONAL AIRPORT

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S4-2
S6-8
S8-8
S4-3
S3-1
S7-1
S4-12
S1-5
S10-29
S5-1
S2-1

Concerns: ① impacts to northern neighborhoods due to increased truck and employee traffic north of the airport; ② loss of trees/natural habitat north of airport; ③ preventing increased traffic through the surrounding areas due to new terminal (S18, Hwy 99, other area roadways); ④ increased noise and air pollution in surrounding cities (Des Moines, Seatac, Normandy Park, Burien, Fed. Way) due to increased plane & car/truck traffic; ⑤ handling surface runoff pollution from increased traffic to local waterways; ⑥ noise mitigation/site impacts ⇒ have to look as far south as Fed. Way; ⑦ frequency of flights (constant noise now, it seems); ⑧ are A06 and A07 increasing the airport's ability to funnel more planes through? purpose of these? ⑨ mitigation/contamination from impacts to existing fuel farm (vs. expansion)? ⑩ A10 "not shown" - what are these "filllets"?; ⑪ recent UW study showing air pollution harming neighboring communities (e.g., Des Moines, Burien) ⇒ how mitigation/addressing these health concerns? ⑫ need another regional airport (e.g., Everett) to take some of the burden off South King County communities

Submit comments to:

Mr. Steve Rybolt
 Port of Seattle
 Aviation Environment and Sustainability
 P.O. Box 68727
 Seattle, WA 98168
 SAMP@portseattle.org

FROM (Please Print):
 Name: S. Ashurst
 Address: 23260 28th Ave S
Des Moines, WA 98198

1 some positive way, whether it's with the schools and flights
2 and different ways they can take off and impact our
3 community so detrimentally.

4 And that's kind of the way I feel. If there's anything
5 as citizens we can do to engage more -- this is good. But I
6 think there's a lot to address on the impact of south King
7 County, which has always kind of been a dumping ground for a
8 lot of stuff, in my opinion, just living here for all that
9 time.

10 That's kind of all I have to say. I'll submit my
11 comments.

12 HEARING OFFICER PHILIPSEN: Okay. Thank you.

13 MS. WHITE: There you go.

14 HEARING OFFICER PHILIPSEN: Very good. Thank
15 you.

16 MR. AZZAM: My turn, right?

17 HEARING OFFICER PHILIPSEN: Your turn.

18 MR. AZZAM: Okay. My name is Wasim Azzam.
19 I've been living in Federal Way for the last 27 years. I
20 moved houses ten years ago. I now live in the Marine Hills
21 on -- in the flight path, which was not really directly a
22 flight path when I moved in ten years ago.

23 Recently, life has been changed to the worse because of
24 the airport noise -- the airplane noise. We can't use the
25 patio, we can't use the backyard or the front yard; we can't

N3-1
1 open a window even in the summertime. And this area here,
2 we only get two months of summer, and we don't yet get to
3 enjoy it. We are finding ourselves, many times, having to
4 pause the TV if we have a window cracked or something if an
5 airplane is going overhead.

6 And the airplanes go directly over my house. They fly
7 so low, sometimes I feel as if my girls that are jumping on
8 the trampoline in the backyard, if they jump a little bit
9 higher, they can reach the airplane. It's exaggerated a
10 little bit, but it's that bad. The airplanes fly very low.

11 Our quality of life has changed to the worse. In what
12 way? I haven't been able to sleep straight all night
13 without being awakened once or twice or three times in the
14 beginning of the late evening/beginning of the early morning
15 hours, maybe; I want to say 11 p.m., most of the time,
16 especially if I went to bed at 10:00. And then I woke up a
17 few days ago at 3:02 in the morning at the noise of a very,
18 very huge, probably a cargo airplane, very loud. And I went
N3-6
19 to sleep probably for half an hour for the rest of the time,
20 for those three hours. And those usually are the hours that
21 you really go into deep sleep, I think, where your body
22 repairs itself and it heals.

23 I find myself tired during the day, same thing with my
24 wife, because of lack of sleep. So it has really affected
25 the quality of life that we're living. Personally, I'm not

1 against the expansion. That is a reality. The area's
2 growing. They're saying we're expecting 1 million people in
3 the area in 2035. The airport can expand, but they've got
4 to take into consideration the quality of life of the people
5 under the flight paths near the airport such as ourselves.

6 I paid a lot of money for my house; I love the area.
7 My kids are all born in Federal Way. I don't want to look
8 to go anywhere else, but I wanted to be able to at least
9 enjoy my time and live a peaceful life and a healthy life.
10 So if there's any way for the people in charge to change the
11 flight path a little bit, maybe over the water, over the
12 freeway to get it away from us so we can live a better life,
13 I think that would be a good consideration.

14 Again, I'm not against the expansion because that is a
15 reality; it's going to happen. But anything that can be
16 done to change the quality of life for us citizens that live
17 in the flight path of the airport would be appreciated.

18 HEARING OFFICER PHILIPSEN: Now John Burdine.

19 MR. BURDINE: Burdine.

20 HEARING OFFICER PHILIPSEN: Burdine, thank you.
21 You have the floor for three minutes and I will time you.

22 MR. BURDINE: Okay. So my first issue is the
23 jet poop issue. Other people might call it jet pollution or
24 particulates in the air, but jets produce a tremendous
25 amount of pollution as they're landing and taking off. I



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N3-6
N3-5

Loud airplanes wake me up at night + the sound literally shakes my house. I cannot get good sleep as a result. The airport either needs to prohibit flights in the nighttime hours or pay to insulate my house from the noise. Right now, I equate the airport to a rude neighbor who is too loud!

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Stephen Barbarossa
Address: 31715 2nd Ct S
Federal Way WA 98003

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N3-1
N3-19
N5-5
I live under the 3rd Runway. Traffic has increased tremendously even though they were told the 3rd Runway was only to be a backup Runway. The traffic is slower & louder. My PO's windows no longer block the noise & are failing.

N4-5
I question whether my garden veg & vegetables are ever healthy to eat. My family bought the house I live in, in 1968, the vibration caused by the air traffic can't be good for the structure of my house.

N3-22
SI-4
I don't feel the expansion plans of the airport has been an open process and that we that live in the south end are being listened to.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Joan Bailey

Address: 22621 12th Ave S

Des Moines, WA 98198

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N3-2/N3-4
So very tired of planes now flying directly over our house instead of following Pacific Hwy as it used to be. The new flight paths are very noisy and impact our neighborhood very much. Please analyze and address this issue. Flight paths need to be adjusted!

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Darcey Battershell
Address: 28810 7th Ave S
Federal Way WA 98003

COMMENT FORM

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S12-17

** Is there any plan to improve the passenger comfortability on transferring or walking from the Light Rail Transit Station to the Airport like an "Automated People Mover"?*

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: *Josephine M. Boyan*
Address: *Systems Consulting, LLC*
1145 Broadway, Ste 605
Tacoma, WA 98402

1 is?

2 MR. BEEMAN: Paul.

3 HEARING OFFICER PHILIPSEN: Followed by?

4 MR. WEIR: Keith Weir.

5 HEARING OFFICER PHILIPSEN: Keith Weir. Thank
6 you.

7 So, Paul, you may begin. You have three minutes. Just
8 a second, I'm just going to tell these other people the
9 process.

10 MR. BEEMAN: You want me to wait for you?

11 HEARING OFFICER PHILIPSEN: It'll just be a few
12 seconds, yeah.

13 Okay. You have the floor.

14 MR. BEEMAN: Okay. I am a minister and
15 resident of Wesley Homes for 19 years, and have witnessed
16 the flyover of the planes for that period of time.

17 As I remember, the original flight pattern was a
18 stepdown; it would fly straight, drop, fly straight, drop,
19 fly straight, drop. It's now been substituted by one
20 straight-long glide path. We were misinformed, to put it
21 politely -- the term is usually "lied to" -- by the Port,
22 saying that the third runway would be used only in case of
23 emergency or very heavy traffic. We find now that it's used
24 primarily, and by my count, through much of the morning and
25 evening. The planes come in every 90 seconds, either to

N3-4
N5-2

1 take off or to land. They come in directly over Wesley
2 Homes, which is a retirement community of about 500 people.
3 And it happens that as the plane comes down 11th Street, it
4 then goes directly across our Wesley Homes -- what do we
5 call it? -- health center, which is a nursing facility; it's
6 where the most serious cases are.

7 We have a resident who was part of the design team on
8 the last five Boeing planes. He knows the field well. He
9 says that the planes are coming in at an average of about
10 95 feet above the hospital unit. So we're getting pretty
11 heavy pollution of, well, all of the pollutants -- I don't
12 need to name them, but all of the pollutants that are a part
13 of the landing pattern. We were told that the planes would
14 come in much higher than that, and that there would not be
15 that much pollution, either noise or particularly of the
16 various --

17 HEARING OFFICER PHILIPSEN: You have ten
18 seconds left.

19 MR. BEEMAN: -- the various chemical pollutions
20 in the air. We feel that the glide pattern should be
21 returned to a previous type or brought in at a much higher
22 level to protect the health of our retired people.

23 HEARING OFFICER PHILIPSEN: Thank you.

24 MR. BEEMAN: Now, is that all I need to do
25 here?

NS-1

1 HEARING OFFICER PHILIPSEN: That's all you need
2 to do here.

3 MR. BEEMAN: I mean, in the whole thing. I
4 thought there was going to be a meeting. We were
5 misinformed.

6 HEARING OFFICER PHILIPSEN: Well, you might say
7 it is a meeting, but this is one part of it, where we take
8 your comments and record them. But there are exhibits in
9 there with people to answer questions and --

10 MR. BEEMAN: I understand.

11 HEARING OFFICER PHILIPSEN: Mr. Weir?

12 MR. WEIR: Yes.

13 HEARING OFFICER PHILIPSEN: You have three
14 minutes.

15 MR. WEIR: I'm Keith Weir. I live at 21034
16 Second Avenue South in Des Moines on the north hill; new
17 resident there. Formerly lived in Gregory Heights in Burien
18 for 22 years. Just a little concerned when we initially
19 moved in. I'm not one of these -- I live by an airport, but
20 with the introduction of the third runway and the increase
21 in flight patterns and the frequency of flights as we live
22 there got progressively louder and noisier. And we did move
23 to Des Moines, I understand. I'm up on the north hill and
24 we have a view and it's beautiful and wonderful, but with
25 the increased flights and everything, comes increased air

NS-2

From: stephen beer
To: SAMP Public Comments
Subject: Airport Expansion current SCOPE
Date: Thursday, September 20, 2018 4:22:25 PM

512-12
Simply, i believe that Mr. Steve Rybolt has not provided the community adequate information about the proposed study currently underway. I have not seen any TV ads about the four public meetings that occurred during September.

It seems that this entire process is much to "quite".

Old fashioned USPS mailings to Puget Sound Residence would be better. Yes, it might cost the Port some money, but, hell, your making plenty AND its a write off.

COMMENT FORM

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N3-1
N3-7
I have lived in Federal Way since 2001. My home is on the inbound and outbound flight track. The noise generated by the air traffic was tolerable up until the unbridled growth and the implementation of Next Gen over the last couple of years. There are now long periods of time where we get virtually no respite from aircraft noise. We could count on some peace and quiet when there were no flights from 12:00^{am} ~ 6:00 AM. Now we deal with air traffic through out the evening hours and it often consists of loud and low flying cargo carriers. Plans for how to mitigate noise and lessening the impacts to my families quality of life are not being addressed.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print) Brian P. Bennett
Name: _____
Address: 29506 2nd Ave SW
Federal Way, 98023

1 With that, you can proceed to the oral portion. And
2 you have three minutes and I'll time you. But you can go
3 over that a bit.

4 MR. BERGER: So again, my name is David A.
5 Berger. I'm submitting these oral comments on behalf of the
6 Marine Hills Airport Noise Health Impact Steering Committee.
7 And this letter is addressed to Steve Rybolt, and I'll just
8 read the letter. And I will be submitting the letter once
9 all seven signatures are affixed to it. I will be mailing
10 it to Mr. Rybolt before the deadline.

11 So the subject is "SAMP DEIS Scoping Comments of Marine
12 Hills Neighborhood, Federal Way."

13 Dear Mr. Rybolt: In response to your July 30, 2018,
14 public notice, this letter is written on behalf of the
15 approximately 1,000 residents of the Marine Hills
16 residential neighborhood of Federal Way, Washington.

17 We continue to experience near constant excessive noise
18 and adverse health impacts from Sea-Tac Airport overflights.
19 We've suffered from the unmitigated impact of a 34 percent
20 increase in Sea-Tac operations since 2012 and a six-fold
21 increase in north flow landings on the third runway since
22 its 2008 opening; thus, the expansion of Sea-Tac to enable
23 another 175,000 annual flights simply is unacceptable to our
24 neighborhood.

25 If the 30-plus so-called Near-Term Projects proposed in

54-3 N3-

54-3
1 the Sustainable Airport Master Plan, otherwise known as the
2 SAMP, were constructed, the resulting enormous increase in
3 overflights will cause an unjustifiable and unsustainable
4 environmental impact on the Marine Hills neighborhood.

5 As required by the State Environmental Policy Act, or
6 SEPA, statute, and its implementing rules, we demand that
7 the SAMP Draft Environmental Impact Statement, or DEIS,
8 contain an alternative to further expanding Sea-Tac by
9 identifying other existing airports that could accommodate
10 projected growth in regional, commercial, and air cargo
11 flights.

52-1
12 This alternative must be analyzed at a level of detail
13 equal to the proposed SAMP to enable comparison by both
14 decision-makers and other laypersons of further irreversible
15 environmental harm that the proposed SAMP's 30-plus projects
16 will cause to Marine Hills and similarly impacted
17 neighborhoods.

51-3
18 As also required by SEPA, the DEIS should assess the
19 potential for delaying implementation of the SAMP, given
20 that the Puget Sound Regional Council's upcoming regional
21 aviation baseline study will be analyzing additional
22 capacity for absorbing air travel and cargo growth at other
23 airports in King, Kitsap, Pierce, and Snohomish Counties.

51-8
24 Finally, we expect the DEIS to contain an unbiased
25 objective analysis of the required no-action alternative,

2-11-18
1 which should determine the extent to which it would result
2 in a lower environmental cost or degradation than the
3 30-plus projects in the proposed SAMP would create.

4 Sincerely, Marine Hills Airport Noise Health Impact
5 Steering Committee. And the signatories will be on this
6 letter: David A. Berger; Chris Hall; Steve Lewis; Ray
7 Miryekta, M I R Y E K T A; Kurt, with a K, Moss; Susan
8 Petersen, that's P E T E R S E N; and Gigi, that's G I G I,
9 Sather, S A T H E R.

10 And again, once I get the final signatures, I will
11 submit this letter through the U.S. mail to Mr. Rybolt.

12 HEARING OFFICER PHILIPSEN: Okay. Thank you.

13 With that, I'm officially opening your portion of the
14 oral comment session of this scoping meeting. You have
15 three minutes and I will time you.

16 MR. WACHTEL: Okay. First thing I would like
17 to bring up is that a New York State senator is currently
18 calling for changes to the flight plan pattern at LaGuardia
19 Airport after a study found the noise it generates could
20 reduce the life spans of some Queens residents by about
21 one year.

2-11-18
22 The study was conducted by researchers at Columbia
23 University's Mailman School of Public Health and published
24 in the August 15th issue of the International Journal of
25 Environmental Research and Public Health. I would like to

From: DONNA BERGER
To: [SAMP Public Comments](#)
Subject: SAMP EIS
Date: Monday, September 24, 2018 5:12:08 PM
Attachments: [MH SAMP DEIS Scoping Comment Ltr 9.19.18.pdf](#)

TO: Arlyn Purcell, Port of Seattle
Director, Aviation Environment and Sustainability

Attached is a copy of the official scoping comment letter from the Marine Hills Neighborhood of Federal Way. For your information, I've sent the original of this letter to Steve Rybolt via U.S. Mail. I also read the letter verbatim into the public record at the September 19 "open house" in the city of SeaTac Community Center.

We look forward to your favorable consideration of our comments in preparing the draft EIS.

David Berger

September 19, 2018

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168

Subj: SAMP DEIS Scoping Comments of Marine Hills Neighborhood, Federal Way

Dear Mr. Rybolt:

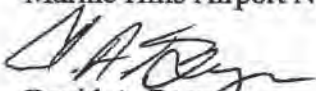
5118-511-3 52-1 54-3 N3-1

In response to your July 30, 2018 public notice, this letter is written on behalf of the approximately 1,000 residents of the Marine Hills residential neighborhood of Federal Way, WA, who continue to experience near-constant, excessive noise and adverse health impacts from Sea-Tac Airport overflights. We've suffered from the unmitigated impact of a 34% increase in Sea-Tac operations since 2012, and a six-fold increase in north-flow landings on the third runway since its 2008 opening. Thus, expansion of Sea-Tac to enable another 175,000 annual flights simply is unacceptable to our neighborhood.

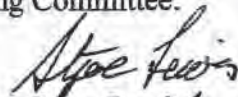
If the 30+ so-called, "near-term" projects proposed in the Sustainable Airport Master Plan (SAMP) were constructed, the resulting enormous increase in overflights will cause an unjustifiable and unsustainable environmental impact on the Marine Hills neighborhood. As required by the state Environmental Policy Act (SEPA) statute and its implementing rules, we demand that the SAMP draft Environmental Impact Statement (DEIS) contain an *alternative* to further expanding Sea-Tac, by identifying other existing airports that could accommodate projected growth in regional commercial and air cargo flights. This alternative must be analyzed at a level of detail equal to the proposed SAMP to enable comparison, by both decision-makers and other lay persons, of further irreversible environmental harm that the proposed SAMP's 30+ projects will cause to Marine Hills and similarly impacted neighborhoods. As also required by SEPA, the DEIS should assess the potential for delaying implementation of the SAMP, given that the Puget Sound Regional Council's upcoming Regional Aviation Baseline Study will be analyzing additional capacity for absorbing air travel and cargo growth at other airports in King, Kitsap, Pierce and Snohomish counties. Finally, we expect the DEIS to contain an unbiased, objective analysis of the required No-Action alternative, which should determine the extent to which it would result in a lower environmental cost or degradation than the 30+ projects in the proposed SAMP would create.

Sincerely,

Marine Hills Airport Noise/Health Impacts Steering Committee:


David A. Berger

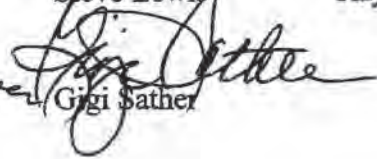

Chris Hall


Steve Lewis


Ray Miryetta


Kurt Moss


Susan Petersen


Gigi Sather

From: Dave Beste
To: [SAMP Public Comments](#)
Subject: parking lot
Date: Friday, September 28, 2018 7:09:26 PM

To. SAMP committee:

J
S
[The idea of placing an employee parking lot along S. 136th St. in SeaTac is a horrible plan. There is already much activity with the recreation areas there, plus the SeaTac Senior Center. Additional traffic along 24th Ave. will make it more hazardous than it already is. PLEASE reconsider and place it somewhere else.....how about the south end of the airport for a change?

May we have some peaceful living in our area.

Sincerely,
Judy Beste
3202 S. 148th St.
SeaTac, WA

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

Comments must be received by September 28, 2018.

54-3
While I know an airport generates noise I am concerned about the number of flights slated for the new expansion and whether adequate monitors are being installed and checked on a regular basis to really evaluate the effects. Also a great concern is whether any of the expansions - now or in the future - will change the flight paths. Not only has the 3rd runway not proven to live up to the expectations originally expressed, but if flight paths in and out of the airport change even a little the impact can be monumental on the business and residents below. Will we ever ~~not~~ be invited to participate in concerns if this ever happens?
N3-8
Submit comments to: ^{also I believe noise monitors should be reviewed} _{an at least a 5 year cycle.}

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Sandra L. Bisordi

Address: 560 S 239th St
Des Moines, WA 98198

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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511-6
I became acutely aware at the Highline meeting, that the Port cares about little more than getting more planes in the air, regardless of the detriment to the public. I say that with a degree of certainty because there are no thresholds or barriers. * No threshold for air quality? * no threshold for noise? * No threshold for public health? * no threshold for the time of day planes can fly? * No threshold for the number of nighttime flights? * No threshold for the impact on vehicle traffic? * No threshold for the types of aircraft allowed to fly and when?

There are no barriers whatsoever and no accountability for false claims and broken promises. Unless reasonable barriers are set as to what is tolerable, how can the public take this public outreach seriously?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Robert Bisordi

Address: 560 S. 239th Street

Des Moines, WA 98198

op.naturalbeverage@gmail.com
206-571-7944

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

Comments must be received by September 28, 2018.

S12-2

I FEEL LIKE THE MEETING AT HIGHLINE COLLEGE WAS A SHAM. A LOT OF THE MATERIAL IS IN A JARGON THAT MOST PEOPLE DONT UNDERSTAND. AS FOR AIRPORT EXPANSION - THE AIRPORT

S12-3

PORT OF SEATTLE OWNS PARCELS OF LAND NORTH AND SOUTH OF THE AIRPORT. THE TIME MAY COME IN THE NEAR FUTURE WHERE THE AIRPORT WILL USE THESE PIECES OF LAND AND GREATLY IMPACT THE COMMUNITIES THERE.

N3-4

WE SEE WHERE PROPELLER DRIVEN PLANES ARE PASSING OVER BURIEN AND DES MAINES WITH FREQUENCY - AND JETS TOO - THE AIRPORT - AIRLINES ARE VIOLATING SEPARATION DEGREES AND MISSED APPROACHES - JETS ARE TURNING OUT MUCH SOONER AFTER TAKE OFFS AND AT LOWER ALTITUDES AND FLYING OVER NEIGHBORHOODS THEY'VE NEVER FLOWN OVER BEFORE. THE AIRPORT - SEATAC - SHOULD BE FOR PASSENGERS

S2-1

ONLY. USE MCCHORD AFB FOR CARGO. YOU HAVE ~~PLANE~~ PLANE STACKING UP IN THE SKY OVER POPULATION CTRS. EVIDENTLY THE AIRPORT WANTS THE REVENUE - ALL OF IT AT THE EXPENSE OF THE SURROUNDING COMMUNITIES. I WONDER HOW MANY OF THESE "COMMENTS" WILL ACTUALLY BE READ.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: KEN BOROUGH S
Address: 15422 21ST AVE SW
BURIEN, WASHINGTON 98168
RESIDENT SINCE 1950

THE FAA IS NOT RESPONDING TO COMMUNITY ORGANIZATIONS

September 27, 2018

To:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168

From:

Sheila Brush
24614 8th Ave S
Des Moines, WA 98198

Re: Comments on Scoping for Near Term Projects on Sustainable Airport
Master Plan (SAMP) For SEPA EIS NEPA EA

Dear Mr. Rybolt,

In addition to the comments I submitted through Quiet Skies Puget Sound, I also am submitting the following declaration to be added to complete my public comment process.

1-55
The Port of Seattle must no longer seek to expand until the pending Sea-Tac Airport studies regarding human health and environmental impact/risk of exposure being conducted by the University of Washington are completed, both phase 1 and the pending phase 2. In addition to the UW study, known as the "Ultra-Fine Particle Study" the Port of Seattle (PoS) must stop all expansion plans until the Department of Commerce conducts the budget proviso baseline study on the Cities surrounding Sea-Tac International Airport. These two critical studies will assess whether there is reason to believe that like the other global studies finding correlation between air traffic noise and emission from jet fuel, Sea-Tac International Airport does not have an adverse health effects and the mounting studies both internationally and nationally are not applicable to the communities around Sea-Tac International Airport.

Allowing the continued and increased air traffic to grow, while health and impact studies are in process is at the very least negligent and appropriately dangerous. The impacts of aircraft emissions and engine noise has a long detrimental effect on human physical, mental and emotional health. To inflame any part of our environment for the sole purpose of profit should be considered a criminal act.

To estimate the environmental burden of disease (EBD) due to environmental noise from aircraft and airport operations, a quantitative risk assessment approach has to be used and is lacking from both SEPA & NEPA identified discussion released by the Port of Seattle. Risk assessment refers to identification of hazard, the assessment of population exposure and the determination of appropriate exposure-response relationships. The EBD is expressed as disability-adjusted life years (DALYs).

DALY's are the sum of the potential years of life lost due to premature death and the equivalent years of "healthy" life lost by virtue of being in a state of poor health and or disability.

- How will the PoS provide guidance on the procedure for health risk assessment of environmental noise created by aircraft and Port of Seattle operations at Sea-Tac International Airport?
- How will the PoS review all evidence on the relationship between environmental noise and health effects created from aircraft and airport operations?
- How will the PoS provide exemplary estimates as to the burden of health impacts that are created from manmade environmental noise due to aircrafts and airport operations?
- How will the PoS provide its discussion of the uncertainties and responsibilities of creating an environmental burden to the surrounding impacted communities?

Assessment of exposure to noise requires consideration of many factors. How will the PoS address the following?

- The measured or calculated/predicted exposure, described in terms of an appropriate noise metric and based on frequency of aircraft operations?
- The distribution of the exposure of the population to noise? Population noise exposure in this cannot be based on the noise mapping mandated by the FAA's part 150 study, it should use the annual average metric of cumulative noise exposure due to frequency in past and present operations.

***Cardiovascular disease due to NOISE and STRESS exposure:**

54-6
The evidence from epidemiological studies on the association between exposure to road traffic and aircraft noise and hypertension and ischemic heart disease has already increased during the recent years of airport growth in operations. Both road traffic noise and aircraft noise increase the risk of high blood pressure.

Transportation noise has been linked to adverse effects on quality of life, wellbeing and health, due to factors such as stress, anxiety and raised blood pressure.

Road traffic noise has been shown to increase the risk of ischemic heart disease including myocardial infarction and risk of high blood pressure. The following questions must be addressed as the road traffic growth in and around Sea-Tac Airport is directly associated with the PoS own operations and planned growth in operations.

- 511-10
- How will the PoS track and report the growing health impacts due to increased operation's in both the construction phase, including current construction projects taking place outside of the SAMP and which should have been included into the SAMP as a whole. The capital projects underway are necessary to the long term and near term operations and overall growth as identified in your own long range plan. In other words if these project were not underway today, they would be in fact part of this scoping document, just because you managed to piecemeal them in, that should not exclude the impacts associated with current projects.
 - How has the PoS studied the past and present traffic impacts in all forms of transportation for the sole purpose of airport business, including deliveries of cargo and support services and cargo pickups, passenger pickups and drop offs, parking garage at the airport and off-site parking facilities for all airport travel and operations?
 - How has the PoS studied the noise impacts directly associated from road traffic due to past and present airport operations?
 - How will the PoS address the ground traffic health impacts: noise, emissions, road rage, distraction caused by stress and stress related incidents due to overly congested road ways both in the construction phase and afterwards?
 - How will the PoS mitigate the above impacts from ground movement of people and or goods in all forms of vehicular traffic?
- 56-2

55-1

- How is the PoS monitoring the past, present and future health impacts on the surrounding communities from increased airport operations?
- What agencies are providing supporting documents that assures the PoS that they are not responsible for the statistically high rate of the above mentioned health impacts from noise exposure due to airport operations?
- Will any such documents, studies, scientific proof be available for public viewing?
- In lieu of scientific documentation that current and increased airport operations at Sea-Tac International Airport will not impact the surrounding communities, what mitigations measures will be taken to give citizens assurances that their quality of life, interruption of sleep, lack of sleep, asthmas, airborne illness and all noise related diseases are not a direct result from current and increased airport operations?

***Cognitive impairment in children:**

The case definition of noise-related cognitive impairment is: the reduction in cognitive ability in school aged children that occurs while the noise exposure persists and will persist for some time after the cessation of the noise exposure. The extent to which noise impairs cognition, particularly in children has been studied with both experimental and epidemiological studies. To gain full assurances that the PoS understands its responsibility in contributing to such impairments in children, I ask the following:

55-5

- What such studies has the PoS done in cognitive impairment due to noise impacts from operations at Sea-Tac International Airport? Please provide all past and current data and the time tables for ongoing monitoring.
- Who are the Doctors and or experts the PoS has consulted, hired or staffed to assure that the current operations at Sea-Tac International Airport do not cause or contribute hard to the surrounding children 0-18 years of age?
- How will the PoS monitor cognitive impairments during the construction phase?
- How will the PoS monitor the cognitive impairments ongoing?
- How will the public view this reporting?

Please do not use the noise attenuation program in the schools, we need to be assured that the PoS realizes the impacts taking place outside and in their own homes. Where children are most vulnerable, where they play, socialize, sleep and develop into socially functioning adolescences.

Besides the cognitive impairment factor there is also high risk of loss of hearing due to noise exposure, associated in learning disruptions from noise impacts, long term memory impairment and reading ability.

- What is the mitigation plan for every parent/family who have children 18 and younger not only in the noise corridor but those living in every impacted area associated with noise from airport/aircraft operations?
- What is the lifelong mitigation plan for those children who are already showing signs of cognitive impairment factors due to airport/aircraft operations?
- What is the risk assessment plan for every child exposed to overhead aircraft operations departing and arriving at Sea-Tac International Airport?

55-5
There is sufficient evidence for the negative effects of aircraft noise exposure on children's cognitive skills such as reading and memory, as well as on standardized academic test scores. Further knowledge about exposure/effect relationships in different contexts would further inform decision-making. It may also be informative to derive relationships for a range of additional noise exposure metrics, such as the number of noise events, with the planned growth in Airport operations, the frequency of impacts will also contribute to sleep deprivations, ADD, ADHD, and other stress's in our most vulnerable.

- How is the Port of Seattle taking full responsibility for putting children at such a high risk due to airport operations?
- Has any of this been studied in full detail as to the lifetime impacts on children?

The FAA has done extensive studies on circadian rhythms in long distance flight, would it not be socially and ethically responsible for the Port of Seattle to partner with the FAA and do a similar study on sleep disruptions in the children who are impacted by the flight corridors'? Again, not the mapped noise contour but the actual flights over head due to increased operations in years past and planned growth under the Ports own long range plan and this SAMP.

If there are no plans to provide for or study impacts on children, I ask both agencies under SEPA and NEPA review to provide a detailed explanation as to why, especially when so many of these children fall under environmental justice protection and live in an environment that can only be classified as toxic soup.

***Air: Quality:**

- What are the plans to add additional air quality monitors closer to and around the Airport?
- Construction vehicle air quality analysis should be re-evaluated and the dispersion analysis should be redone to better predict potential air quality impacts prior to the start of construction.
- What is the current method to evaluate the current construction zones?
- Provide information on Master Plan Update implementation and conformity with the Clean Air Act.
- Provide information on the State of Washington's Certification of Compliance with Air Quality Standards and a copy of Governor's Air Quality Certificate.
- After 6 months of baseline data that has been collected at the new air quality monitoring sites, the area dispersion analysis must be re-evaluated for both the existing and future conditions, making results public.
- Conduct additional studies regarding long-term exposure to air toxins associated with Airport operations, making results public.
- Mobile Sources – Re-evaluate the existing and future roadway intersection analysis to confirm the accuracy of the evaluation in the EIS and to correct for inconsistencies discussed by EPA, making results public.
- All vehicles associated with Airport operations should comply with required vehicle emissions inspections and maintenance programs.

***Air: Both Air Quality & Odor:** This will fall under the role of Fireman/EMS professionals, quality in air will cause a rise in asthma attacks, heart attacks, heat stroke, lung damage and many other associated medical emergencies, this will result in higher call rates to the above departments and along with the apparent health danger and risk to the citizens, these emergency services will be at the taxpayers' expense.

- How will the PoS mitigate the surrounding Cities for these impacts?
- How will the PoS mitigate the affected citizens?
- How will the PoS monitor the air quality without any permanent air quality monitors placed in the impacted cities? I.e. Des Moines, Burien, City of Seatac, Federal Way, Normandy Park and Tukwila.

***Air: Ozone (O3) Air Quality Standards:** The Clean Air Act requires EPA to set national ambient air quality standards (NAAQS) for ozone and five other pollutants considered harmful to public health and the environment (the other pollutants are particulate matter, nitrogen oxides, carbon monoxide, sulfur dioxide and lead). The law also requires EPA to periodically review the standards to ensure that they provide adequate health and environmental protection, and to update those standards as necessary.

- S3-2
- How is PoS compatible with the above statement without permanent air quality monitors?

Has the PoS completed the following:

- S3-4
- Assess the extent of pollutions and provide public report.
 - Provide air pollution data to the general public in a timely and ongoing manner and how will that data be provided to the public?
 - Support implementation of air quality goals or standards, provide data to public.
 - Evaluate the effectiveness of emissions control strategies, provide data to public.
 - Provide information on air quality trends.
 - Provide data for the evaluation of air quality models; and
 - Support and provide research (e.g., studies of the health effects of air pollution).

S3-6

***Air: Odor:** Regulating odor is one of the most difficult processes, – odor is a highly complex and subjective issue and what is offensive to one person may not be offensive to another. How is the PoS defining “odor”?

- Odor is perceived by our brains in response to chemicals present in the air we breathe. Humans have a good sense of smell and can detect odor even when chemicals are present in very low concentrations.
- Although the main issue with odor is that it is a nuisance, it can also present risks to health and to the quality of the environment.

As such, it is vital to prevent or reduce offensive odors where possible and to regulate activities that may cause odors or make them worse.

- How does the PoS plan on managing the output of odors during the construction phase?
- What mitigation practice will be provided to nearby homeowners who are now at risk?
- What mitigation will be provided to nearby homeowners due to toxic odors from emissions and fueling?
- How will nearby residents be notified, immediately, of any toxic odor spills?
- Have there been studies on toxic odor impacts on nearby children?
- Have there been monitors in place at the nearby schools to capture the current odor standards, at the current operating levels, and how will samples be collected in the foreseeable future?

Ambient air pollution significantly increases both morbidity and mortality in the general population and there is strong support of the link between pollutant exposure and the risk of mortality. Removal of irritating and noxious gases and foul odors along with respirable particulate matter are major requirements for any air cleaning system to protect people and assure good indoor air quality.

- How will the PoS manage the output of odors from increased operations after the construction phase?
- Will the PoS be providing residents in the impacted area indoor air cleaning systems as they have in their own facilities such as Sea-Tac International Airport?
- What is the ongoing mitigation plan for impaired air quality due to increased pollutions and toxic jet fuel odor?

***Air: Climate:** New attention to this issue shows that airports around the world will be affected by climate change in various ways. Consider this past summer where planes could not arrive due to our local air quality because of forest fires both North, South and East.

A recent study by scientists at Lamont-Doherty Earth Observatory, at Columbia University, anticipates more troubles along those lines in coming years.

“There are a number of potential climate change impacts on aviation operations,” said Perry Flint, a spokesperson for the International Air Transport Association (IATA). Impacts range from “reducing the take-off performance of

aircraft, to increased storminess – meaning flights have to route around weather more frequently,” he said.

Each of those operational elements can directly impact the surrounding communities, from flight delays and cancellations, to ground congestion, to air congestions due to aircraft not being able to land on time due to unforeseeable restrictions on the ground. Clearly, not all airports will experience the effects equally, but what happens in one airport can easily affect flights and passengers traveling through other airports too.

- What is the PoS plan to mitigate the impacts to the communities from “Act of God” congestion as described above?

With the ongoing growth in dedicated cargo and cargo also going in the belly of both domestic and international flights, how rising temperatures will affect aircrafts take-off performance, finding that warmer temperatures will create weight problems for long-haul flights. Long haul trip require more fuel, creating more outgassing.

- What is the emergency management plan for all climate related impacts both known and unknown?
- How will the PoS operate under unknown climate stresses?
- How will the PoS mitigate the toxic outgassing impacts on the communities due to climate related ground congestion?

Strategic partnerships may be one key to the success of climate impacts:

- Explain what partnerships the PoS is developing into the new frontier?
- Has the PoS been actively preparing for future risks by partnering with local agencies to study threats to the region and local watershed, working collaboratively to develop a clear plan?
- What is the risk vs. reward assessment to date?

Also key will be deeper industry and third-party inquiry into the costs and consequences associated with aviation of human-caused climate change, i.e. more humans at Sea-Tac International Airport, workers, travelers, support services, buses, cabs, etc.

- What is the PoS mitigation plan for climate/airport/ground surface related impacts due to climate?

S3-7

- Is there a current preparation of an adaptation report to consider and who will be involved in a comprehensive risk assessment of climate related risks to the direct and indirect operations of Sea-Tac?
- Will this report be available to the public, now and will it be available ongoing in the future?
- The adopted approach should be quantitative (where possible) incorporating climate modelling, literature review, and concerted consultation with all Sea-Tac's external partners. Has this been implemented? Please provide.

In particular climate modelling should be undertaken for two time periods: the short term (i.e. now to 2020) and the medium to longer term (i.e. 2020 to the 2050s) considering high, medium and low emissions scenarios. The assessment addresses uncertainties by adopting a precautionary approach and classifying the uncertainty of risks identified.

- What is the current climate modelling plan at Sea-Tac?
- Is it a two phased approach? Both near and long term?
- Will these reports be made available to the public?

Please address the subject of climate change without using Bio-fuels as a possible solution to the unavoidable climate impacts. Bio-fuels as it states today is not a measurable methodology, it has not produced nor has it provided enough clean fuel for a quantifiable test result to be considered.

Clearly, I could continue, the list of impacts is long and yet the mitigation plan is missing. The acknowledgement of social responsibility is missing. The Port of Seattle can no longer state it is a "good neighbor" to those living around the airport without first addressing the above concerns and the thousands more submitted by the citizens that you as a government agency should first protect.

The Port of Seattle must decide if Sea-Tac International Airport is too be the leader in environmental stewardship or only use the term "sustainability" as directed by Landrum & Brown. The Port of Seattle can be leaders too all, acknowledging that to grow will in fact not be sustainable to the communities and citizens that surround the airport, that sadly Sea-Tac is constrained and therefore cannot achieve the "unconstrained growth" they had hoped for.

S3-7

N10-10

To quote your own Port Commissioner Peter Steinbrueck, I submit this into public record:

"I have a lot of concerns about the growth of Sea-Tac airport. It is by far the single largest source contributor to GHGs in the region, 90 percent of which is due to aviation. Air and noise pollution, including ultrafine particulate, are severely impacting the health and wellbeing of surrounding airport communities, and it is likely to get worse with increasing air traffic. At Sea-Tac and surrounding communities in south MLKing County, nowhere are the social and cultural inequities and health disproportionalities more apparent (please see attached demographics map of King County that I showed at the forum). According to the 2014 Duwamish River Valley Cumulative Health Impacts/Just Health Action study and other health indicators, data collection, and geographic mapping by neighborhood throughout King County, far more people of color living in poorer neighborhoods, besides much lower incomes and educational attainment, have significantly lower life expectancy, rates of infant mortality, and chronic respiratory diseases attributed to far higher rates of exposure to air, water and historical industrial pollutants.

According to Port of Seattle Aviation Projects Director Wayne Grotheer, in a capacity report, gate availability at Sea-Tac is now at "maximum capacity several times each day." It's clearly time now, to begin studies for the siting of a second regional airport. It may take decades before decisions can be reached, and funding in place to develop a second regional airport, but it is clear with the extreme rapid growth of flights out of Sea-Tac (7th largest and fastest growing airport in the nation), that this is necessary. Some of the expected growth could come by expanding at another airport in the Puget Sound Region. We need updated information from the 2009 Long Term Air Transportation Study to look at all the options in planning for the region's future. All the expected growth in demand should not be assumed to be at SeaTac, without seriously studying other options and sites. The port can be a leader here." Peter Steinbrueck email received September 23, 2017

S11-3

All expected growth in demand should not be assumed to be at Sea-Tac, without serious studies. This Sustainable Airport Master Plan must be stopped until ALL serious and comprehensive studies are complete.

I thank you for the consideration and ask you to perform as the government agent that you are and First DO NO HARM in your decision making process.

Kind Regards,

Sheila Brush

From: Sheila Brush
To: [SAMP Public Comments; Quiet Skies](#)
Subject: Public Comment on Scoping SAMP
Date: Friday, September 28, 2018 4:48:55 PM
Attachments: [Sheila Brush Public Comment Scoping SAMP.pdf](#)

Dr Mr. Rybolt,

I submit the attached statement to be filed under public comment for the SEPA Determination of Significance on the Sustainable Airport Master Plan. SEPA EIS NEPA EA

Kind Regards,

Sheila Brush

S3-4

1. A carbon footprint assessment as affects our State's Greenhouse Gas emissions output, needs to be undertaken, using any accepted metrics by the scientific community, on the current set of airport operations, as well as for the proposed Master Airport Plan, before starting the scoping process. As much as any other fossil-fuel emitting industry, our airport operations need to be included as a responsibility and full accountability to our State's efforts to understand and reduce our Greenhouse Gas Emissions. As increased carbon-dioxide emissions are generally believed to be driving climate change, which we are seeing specifically manifested in our region in the past few years in the form of smoke from severe and unprecedented forest fires, adding to this effect needs to be addressed immediately.

Since 2006 at 345,290 annual operations to 2016 412,170 an increase of 66,880 annual operations, CO2 went from 4.2 million metric tons per year to 5.4 respectively.

Operational increase = approximately 19 %, CO2 increase = approximately 28 %

CO2 is directly tied to gallons of fuel pumped and there is currently no other standardized method to calculate CO2 emissions on a basis of fuel used in Washington or fuel used in King County but that is how the Port tallies the inventory. They calculate for only a 2.2 minute takeoff rather than the entire flight and zero for landings.

Since 2007 when the first ever State of Washington Greenhouse Gas emission inventory was compiled by the Department of Ecology which divided airport sources into two categories, jet aircraft and all other sources, there has been a tremendous increase of over one million metric tons per year (considering fuel pumped) which represented 90% of the Sea-Tac inventory.

Since 2007 the airport has reduced the all other sources category, the 10% by roughly 3%. In the same time period the jet aircraft sources, the 90% inventory has increased by 28%. With the proposed airport operations expansion, the current pumping of 2 million gallons of Jet A fuel per day will increase to over 3 million gallons per day. Continued fossil fuel usage along with safety of fuel delivery needs to be considered and addressed.

S3-1

0. Finally, how can we, as citizens of, and as agencies serving, our communities, State and Nation, continue to poison ourselves with these emissions of all kinds, especially for the least capable of protecting themselves from this onslaught? How can this be an economic stance? A practical and sustainable stance? A moral stance? We must stop this process now and re-set it to a sensible approach to our infrastructure and our future way of health living for all.

http://www.ftwatch.at/wp-content/uploads/2017/10/FT-Watch_Green-Flying_2017.pdf

Study on Impacts of Airport to Local Communities – \$300K Grant from State with matching \$\$ from cooperating cities of Burien, Des Moines, Federal Way, Normandy Park, Seatac, Tukwila



Project
Charter-SeaTac Stud



2C Letter and
Proviso.pdf

SB-1

5. The reasons to route Cargo through SeaTac vs other centrally located Washington locales, must be scrutinized from all angles before planning increases to Cargo operations. In fact, should reasons not pencil for this operation, current Cargo operations should be curtailed.

SB-1

4. The reasons to have airline hubs at SeaTac, simply to transfer cargo and people, must be scrutinized before planning increases to hub operations. In fact, should reasons not pencil for this operation, current hub operations should be curtailed.

SB-1

3. Since Plans for building a new international airport outside of the heavily populated central King County were vetted decades ago and could still be revived, this plan needs to be addressed first before planning the continued expansion of the current Port footprint.

SB-5 / SB-4

2. The economics of the Port activity revenue for the local communities should be scrutinized from all perspectives, with dollars attached, to understand the true baseline, before adding and expanding operations.

a. A full 100% of the 31,000 DM residents carry the burden of overflights. But only a bit over 3% have airport jobs. What about the 96+% that face only the burden?

b. Health costs

c. Carbon emission costs

For example, earlier this year, state regulators from the Washington Utilities and Transportation Commission asked 3 utility companies in Washington who serve more than 1.47 million customers to consider their carbon-emission costs of producing electricity from fossil fuels. They asked them to consider the social costs of carbon-dioxide emission in their economic bottom line, in addition to their carbon emissions costs which are driving climate change. The regulators suggested using a federal carbon-price formula as the accepted form of measurement.

N3-7

For example, the 1997 study recommended \$148.1 Million mitigation (\$232 Million in 2018 dollars) to Federal Way, but was ignored by the Port based on allegation of faulty methodology.

S4-3

The current proposal is for no-limit on full time use of the 3rd Runway, which would produce another 80,000 annual flights.

7. Since jet noise, chemical and light pollution deprives optimum health and can cause death (sleep deprivation, asthma, heart conditions, cancer), mitigation for this pollution needs to be dealt with now before planning increases in flights for the future.

a. Night flights allowed, encouraged and marketed as a 24 hour Port

b. much less than 3 degree glide allowed on approach and started miles away so that thrusters need to also be added which increases noise

c. Particulate matter increase on the ground from lower flying jet engines (in addition to already poor environmental air quality in the populated region, especially during certain seasons)

d. Cancer causing chemicals from jet engine fuels

S11-25

"There's no safe level of exposure to smog and particulate pollution," said Elizabeth Ridlington, policy analyst with Frontier Group and co-author of the report. "Even low levels of smog and particulate pollution are bad for health and can increase deaths."

<https://environmentwashington.org/news/wac/trouble-air-seattle-yakima-spokane-wa-residents%E2%80%99-health-risk-numerous-dirty-air-days-2016>

6. Several studies have been done and are in the works, to monitor the effects of pollution and disruption caused by airport operations. These results need to be incorporated into this plan before it continues.

(just completed)

Quiet and Healthy Skies Task Force (sponsored by City of Federal Way):

S11-3

<http://www.federalwaymirror.com/news/quiet-and-healthy-skies-task-force-report-expected-by-end-of-march/>



Task Force Report release.docx



Report of Federal Way Mayor's Quiet

(not yet completed)

Ultrafine Particles Near Airports study (sponsored by WA State), conducted by UW School of Health, presentation Nov 2017:

<https://drive.google.com/file/d/1wOrBPt88tjfYvLHIKlb548ZyvoeVXnSs/view>

10 REASONS to Re-set the Sustainable Airport Master Plan (SAMP) Near Term Project Environmental Review Process

51-12
10. The Statement of Purpose, reading "The purpose of Near-Term Projects is to improve operational efficiency, accommodate future growth, and to provide more capacity of fuel" needs to be re-stated to include the people and natural environment affected by airport operations and re-examined to better address the goal of future, and past, growth needs via air flights. It follows that the Statement of Needs will be adjusted accordingly – passenger terminal capacity, aircraft capacity, fuel capacity and cargo capacity.

The definition of the word "Sustainable" as in "Sustainable Airport Master Plan" must be attempted with intention, before continuation of this planning process. This is the definition of sustainable: *Sustainable* development involves the goal of reducing environmental and resource consumption while maintaining economic efficiency and social cohesion.

9. SEA-TAC Airport has not had an EIS study done since 1997.

512-32 / 511-1
Per the Statements of Purpose and Needs, the Plan is not starting its baseline process from the correct point in time. The increase in flights, increased use of the 3rd runway, and the major renovation of the terminal, which all began in 2013 and earlier, never underwent environmental or community oversight and scrutiny. Now is the time to re-set that baseline.

a. 97,000 more flights were added out of Seatac from 2013 to 2017 – 1140 daily over flights – 416,000 annually.

"The third runway has gone from north-flow landings of 643 in 2013 to four years later having 3,839 - six times increase in 4 years." (from Steve Alvorson, consultant hired by PoS)

b. North Satellite Modernization; New International Terminals Hall – 120 construction projects are currently ongoing, none of which went through EIS processes, even though SeaTac's geographic footprint is one of the smallest in the nation yet it is currently the 9th busiest in airport operations in the nation.

8. The issues per the Letter of Agreement made for the 3rd Runway Use between the FAA and the PoS, at the behest of the public, in 2009, which the Port of Seattle administration and the Port Commissioners have not followed, must first be addressed.

<http://seatacnoise.info/wp-content/uploads/r-APPENDIX-I-Runway-Use-Agreement.pdf>

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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Comments must be received by September 28, 2018.

ALTERNATIVE SITES SHOULD BE CONSIDERED TO ESTABLISH
AN AIRPORT SYSTEM UNDER THE AUSPICES OF THE SEATTLE-
TACOMA PORT AUTHORITY.

A reasonable site to consider would be somewhere along
Highway 18 in the vicinity of Seattle International Racetrack.
All cargo aircraft could be directed here. Expansion &
improvement of Highway 18 would then allow cargo from the
Port of Tacoma to move up to this airport to be moved
across country by air. Cargo coming in to this airport
would have easier access to Eastern Washington, to Bellevue,
to many areas in Seattle and to points both north and south.
If construction of this airport would be accompanied by expansion
of Highway 18 from Tacoma to Everett it would provide a much

Submit comments to: needed improvement in N-S Traffic around Seattle

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Jim Barbidge

Address: 2824 SW 300th Pl.

Federal Way, WA 98023

jimbarbidge@comcast.net

S2-1

1 choose or even have an opportunity to defend.

2 Basically, I'd like the Port of Seattle and the FAA and
3 its leadership to start being good neighbors and responsive
4 civic leaders. That's my statement.

5 HEARING OFFICER PHILIPSEN: Okay. Thank you.

6 With that, I open this part of the hearing for oral
7 comments by Jim Burbibge.

8 MR. BURBIBGE: Burbibge, close enough.
9 Burbibge, B U R B I B G E. Close enough. I've been called
10 worse.

11 HEARING OFFICER PHILIPSEN: Oh, I see. Okay.

12 MR. BURBIBGE: And what I say here, much of
13 what I've already put in written comments, but I would like
14 to point out that this -- the airport, one, I'm very much in
15 favor of the airport. I live in Federal Way, and I'm
16 concerned about the impact of the airport upon the City of
17 Federal Way. I'm concerned about the impact that the noise
18 and all of the bad publicity about the air pollutants and
19 all that stuff affects the public perception of Federal Way.
20 And I think Federal Way is getting an undue reputation,
21 partly because of that.

22 I think this is a tremendous opportunity for the Port
23 of Seattle and for the State of Washington to get together
24 and to combine to make a transportation package that will
25 greatly improve our life in the Puget Sound area. And that

1-6W

52-1
1 is by considering the alternative of putting a new airport
2 over on Highway 18, adjacent to Highway 18, anywhere in the
3 vicinity of the Seattle international racetrack. There's a
4 lot of vacant land over there; it would work very well. If
5 that were combined with a major expansion of Highway 18, it
6 would solve many problems. It would allow for traffic from
7 the Port of Tacoma up to this airport.

56-6
8 I would also suggest that this airport -- that all
9 cargo go into that secondary airport. In addition to some
10 of the passenger transportation, have all cargo going in
11 there; that way cargo from the Port of Tacoma could go up to
12 the airport, be transferred around the country. Cargo from
13 the Port of Tacoma could go up to I-90, be transferred to
14 Eastern Washington, to Bellevue -- they have a lot better
15 access to that area -- and even into Seattle and up north to
16 Everett and further north, in addition. It would provide a
17 lot better transportation.

18 And if Highway 18 were expanded from Tacoma all the way
19 up to Everett, it would provide a very much needed
20 additional north-south transportation venue for the people
21 of the Puget Sound.

22 That's basically my package. But I think there are --
23 in addition to that, moving it to that area would distribute
24 both the negative aspects of an airport and the positive
25 impact of an airport to other areas. And it would -- to me,

1 it just seems like a very logical thing to do. I would
2 advocate that it be done under the authority of the Port of
3 Seattle in forming an airport system for the Puget Sound
4 area. And that's done in other parts of the country, and I
5 think it could work very well here.

52-1
6 But adding more traffic into Seattle international
7 airport where it sits now is going to have additional
8 negative impact upon traffic in that area; it's going to
9 have additional negative impact upon the communities
10 immediately adjacent to us, or like Federal Way, just a
11 little ways away from it. And I think it's time to consider
12 alternatives outside the box. And, to me, this is a really
13 good alternative.

14 That's my push, that's what I'm advocating.

15 HEARING OFFICER PHILIPSEN: Thank you. Thank
16 you. That's very interesting.

17 MR. BURBIBGE: And I think the Port of
18 Tacoma -- I'm sorry. This is -- Seattle, the Port of
19 Seattle, it would still be under their auspices. It's not
20 taking anything away from them; it's just moving what they
21 have to do into a different area, and I'll bet you anything
22 it would be less expensive to do.

23 HEARING OFFICER PHILIPSEN: I'm not an expert
24 on this, but that sounds like a very interesting proposal.

25 MR. BURBIBGE: Thank you. I hope they consider

1 against the expansion. That is a reality. The area's
2 growing. They're saying we're expecting 1 million people in
3 the area in 2035. The airport can expand, but they've got
4 to take into consideration the quality of life of the people
5 under the flight paths near the airport such as ourselves.

6 I paid a lot of money for my house; I love the area.
7 My kids are all born in Federal Way. I don't want to look
8 to go anywhere else, but I wanted to be able to at least
9 enjoy my time and live a peaceful life and a healthy life.
10 So if there's any way for the people in charge to change the
11 flight path a little bit, maybe over the water, over the
12 freeway to get it away from us so we can live a better life,
13 I think that would be a good consideration.

14 Again, I'm not against the expansion because that is a
15 reality; it's going to happen. But anything that can be
16 done to change the quality of life for us citizens that live
17 in the flight path of the airport would be appreciated.

18 HEARING OFFICER PHILIPSEN: Now John Burdine.

19 MR. BURDINE: Burdine.

20 HEARING OFFICER PHILIPSEN: Burdine, thank you.

21 You have the floor for three minutes and I will time you.

22 MR. BURDINE: Okay. So my first issue is the
23 jet poop issue. Other people might call it jet pollution or
24 particulates in the air, but jets produce a tremendous
25 amount of pollution as they're landing and taking off. I

S3-1
1 have lived in three different flight paths, and I would say
2 that Sea-Tac is medium and that jets are doing better at
3 lowering the amount pollution that they're producing, but
4 when I clean my carpets at my house, I get black soot from
5 my carpet. And we're a family that's shoeless in Seattle,
6 so we don't wear shoes in the house. That jet poop is
7 coming in through the windows, and it's on the garden. And
8 it's not a subject that's talked about as noise pollution or
9 other aspects of the landing situation.

N3-5
10 The second thing I'd like to advocate for is a curfew
11 at night. I work at night, so it doesn't affect me
12 personally, but I see all the UPS planes and the FedEx
13 planes and Pony Express planes landing in the middle of the
14 night. And I know that people don't get proper sleep. So I
15 would advocate for a curfew from 1 a.m. to 5:30, 6:00 in the
16 morning. I don't know that a curfew always works, but
17 San Diego, where I'm from originally, has a curfew and it
18 does work.

N3-10
19 I think if you quadruple landing fees during that time
20 period that on their own, UPS, FedEx would figure out a way
21 to fit the planes during the business hours of an airport
22 where you have three runways accessible and working. The
23 runways could be better utilized during the daytime then,
24 and they could be vacant from, you know, 1:00 to 5:00 in the
25 morning, some time period like that. I see that flowing

1 over into -- you know, just general irritability in the
2 community because people are not getting a proper night's
3 sleep.

4 So we have jet poop; we've got a curfew. But if that
5 doesn't work, we've got quadrupling the fees to eliminate
6 or -- what's the right word? -- ameliorate that time period
7 from 1 a.m. to 5:00 in the morning.

8 I'm done. How much time do I got?

9 HEARING OFFICER PHILIPSEN: You've got
10 20 seconds left.

11 MR. BURDINE: Yeah, I'll take 20 more seconds.

12 The other thing that I notice is the jet engine
13 testing, which I can really hear at night because noise
14 travels a lot farther at night. I work at Wesley in
15 Des Moines, and so I can hear those jet engines being tested
16 all the time. And it's another aspect of people not getting
17 proper sleep at night.

18 Did I take my last 20 seconds?

19 HEARING OFFICER PHILIPSEN: Your 20 seconds are
20 over, but do you have another point to make?

21 MR. BURDINE: No. I'm done for right now.

22 HEARING OFFICER PHILIPSEN: Okay.

23 Now we proceed with this portion of the hearing with
24 Orlando Samora. You have three minutes and I'll time you.

25 MR. SAMORA: I've been in -- moved into Twin

COMMENT FORM

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Rob Adams informed me at the 9/19/18 SAMP DEIS scoping meeting that his firm has no intention to meet with residents impacted by Sea-Tac over flights during its preparation of the draft SAMP DEIS, and to do so would require additional direction from the Port and FAA. Thus, at Mr. Adams' suggestion,

I am writing on behalf of the Marine Hills (Federal way) neighborhood airport noise/health impacts steering committee, to request that such a meeting(s) be included in the DEIS preparation process

By obtaining informal input from Marine Hills on the firm's preliminary findings and conclusions related to SAMP noise and health environmental impacts, the benefit to the Port and FAA would be the potential for saving considerable time and expense in responding to formal comments by Marine Hills following release of the draft EIS.

Submit comments to:
Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: David Burger
Address: twoburgers1971@comcast.net

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512-11 [POLLUTION CONTROL, MITIGATION AND ELIMINATION
NEEDS TO BE AS IMPORTANT AS SAFETY AND
EFFICIENCY LIKE A 3 LEGGED STOOL

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: JAMES CARISCE

Address: 414 5147th ST

BURTON WA 98168

1 HEARING OFFICER PHILIPSEN: And your name is?

2 MS. CAPERSON: Becky Caperson.

3 HEARING OFFICER PHILIPSEN: Thank you. Please
4 proceed. You have three minutes.

5 MS. CAPERSON: I'm going to talk about the fact
6 that I live under the third runway. But I have been in this
7 area most of my life. I have taught school for 31 years in
8 Highline. And what I want to see happen is that we are
9 treated fairly. Why don't 50 percent of our airplanes go to
10 Paine Field? And why don't all the transport planes go to
11 Moses Lake and then have them sent over by truck, that way
12 we can share this wonderful thing called "noise" with
13 another part of the country?

14 It has just grown and grown here. It upsets our
15 school; it upsets the people where we live. It's both the
16 noise, but then we also found out through studies that we
17 get little gas particles that come straight down. They
18 don't spread out like an umbrella; they come straight down
19 into our houses. So when a plane takes off, we have to go
20 inside real fast. We don't want any of those gas particles
21 dropping down on us.

22 So just to be fair, we need 5 percent of the planes to
23 go north, even though the people up there object to that.

24 Thank you for listening to me.

25 HEARING OFFICER PHILIPSEN: Thank you for

N2-1

N3-1

N2-1

1 MR. JOHNSON: So I will do it here.

2 I am aware that the Chicago airport, ORD, has a rather
3 robust recycling and reuse plan for waste and other
4 materials that come into and out of the airport. I think
5 that that should be thoroughly researched and considered for
6 this expansion of Sea-Tac Airport.

7 Second thought is I am concerned that the security,
8 cyber security, of individuals using the airport has not
9 been adequately addressed in previous designs and should be
10 considered -- should be considered in this master plan.

11 And then my final thought is that we are -- we see a
12 constant development of the airport in response to
13 increasing annual passenger counts, but only in the form
14 of -- or, rather, mostly in the form of physical plant and
15 infrastructure development.

16 How has the master plan considered technological
17 investments that could also alleviate and mitigate increased
18 utilization at the airport?

19 That's it. That's all I got.

20 HEARING OFFICER PHILIPSEN: Your name, would
21 you say again?

22 MR. CARTER: Sidney Carter.

23 HEARING OFFICER PHILIPSEN: Thank you,
24 Mr. Carter. You have three minutes, and I'll time you.

25 MR. CARTER: Well, my comment will be just one,

1 is the waste, the hazardous waste. We're sending it out of
2 the state of Washington to other states. And I don't know
3 what they can do about that, and I think it's unfair that we
4 have to put out the garbage in the yard.

5 The other thing is there's too many planes already in
6 the Seattle area. They're talking about building a second
7 terminal. Why does it have to be this close in the city of
8 Seattle? Can we find a better place, a better location?

9 And I think I'm about done.

10 HEARING OFFICER PHILIPSEN: All right. Very
11 good. Well, you have done just what this calls for, you've
12 given issues and topics to be considered. So thank you.

13 MR. CARTER: Thank you.

14 HEARING OFFICER PHILIPSEN: Now we're ready to
15 listen to your comments, and I'll be keeping time.

16 MR. ROBERSON: Right now my only concern is
17 noise pollution and land and water pollution and the
18 hazardous materials. I don't know. I'm out to play with
19 the kids in the backyard, and there's a single file of
20 planes going by. We were entertained for a while, and now
21 it becomes where we have to raise our voice to hear each
22 other in our yard.

23 And we don't even know the total impact of what's
24 falling down from the sky, particulate matter. We like to
25 grow food; we got pets and stuff like that, and it's just --

COMMENT FORM

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Mr Rybolt,

I have lived in the south end all of my ^{Adult} life. I taught in the Highline School district for 31 years.

I have listened to airplanes forever it seems. Now we know we not only get noise we also get gas particles.

I believe it is only fair we share Equally with Paine Field and Transport cargo planes to Moses lake. We (southend) have always tolerated this BUT now the growth is getting out of hand. Too much for 1 area. WE WANT TO SHARE !!!

N2-1
N3-1

52-1

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: BECKY CASPERSON
Address: 24426-12th Ave S.
Des Moines, WA 98198

From: Monique Cherrier
To: SAMP Public Comments
Subject: NEPA/SEPA review
Date: Tuesday, September 25, 2018 6:23:35 PM

Hello:

N3-1 / N3-6
I am a north beacon hill resident for the past 19 years, and the amount of noise from airplanes has steadily increased. The noise regularly wakes me up at night and I am often unable to carry on a conversation inside the house and I am regularly unable to carry on a conversation in my yard. I have downloaded an app (NIOSH SLM) that provides fairly accurate measurement of noise, and it regularly achieves db levels above 65 when planes are overhead.

I spoke with the noise representatives at the scoping meeting on September 12, and they told me that there is no indication, based on their noise monitors that the noise levels are above the allowable level for north beacon hill. In addition they stated that there is mitigation offered to neighborhoods, where noise is above allowable levels, and beacon hill is not included.

I am writing to you request the following based on my experience of excessive noise and it's adverse impact on my health:

- N3-14
S4-8
S4-4
N3-5
1. expand your noise monitoring to include additional monitoring sites in north beacon hill.
 2. use an alternative method for acceptable level. the Noise experts at the scoping meeting stated that the noise is averaged over a year. Clearly if the noise at my location is adversely impacting my sleep and my health, this is not an acceptable way to calculate the impact of noise. averaging is the worse way- some other method such as number of high noise events and time above.
 3. include some form of respite for beacon hill. currently the landing and take off pattern flies directly over beacon hill. It is not fair that one section of the city bear the full impact of plane noise. you can shift the landing and take off pattern to fly over water such as lake washington as the number of residents living on the lake is less than the residents of beacon hill.

thank you for taking the health and well being of Beacon hill residents as a serious, and important factor in your NEPA/SEPA review.

Monique Cherrier
1621 S. Walker St.
seattle, WA 98144

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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N3-1 [• major concern is the increased noise; number of flights
(many times only 90 seconds between flights)

N3-2 [• CONSIDER CHANGING FLIGHT PATHS OVER PUGET SOUND
Rather than over residential areas

N3-7 [• CONSIDER covering costs for window replacement
by extending coverage PAST 240th Street

N2-2 [• CONDUCT EMISSION Study to determine effect on
air quality

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: PAULINE CHESLOCK

Address: 27826-10th AVE S.

DES MOINES, WA 98198

From: barbara chin
To: [SAMP Public Comments](#)
Subject: please reduce the Airplane noise
Date: Thursday, September 27, 2018 5:52:29 PM

N3-25
Hello,

I have been to other areas and have noticed other airports regulate airplane noise. We need to step up our standards to require quieter airplanes at Sea-Tac. My Father worked at BOEING, and explained it was possible.

Best regards,
Barbara J Chin
Des Moines, WA 98198

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
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N3-5

N3-1

N3-6

WHY ARE THE 3RD GENERATION
QUIET PLANES YOU PROMISED US, WHY
DO YOU CONTINUE TO ALLOW LOUDER
PLANES. WHY ARE THEY FLYING SO
CLOSE TO MY ROOF I CAN READ DELTA
ON THE UNDERBELLY OF THE AIRPLANE.
WHY ARE THE PLANES FLYING
AT 1:00^{am} 2:am + STARTING AGAIN
AT 4:30^{am} 5:00am. WHO CAN
TOLERATE PLANE ~~BE~~ AFTER PLANE
AFTER PLANE FLYING OVER 14th 20th
21st 22nd AVES ON A DAILY BASIS

Submit comments to: WHEN ARE YOU GOING TO ISSUE

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Beverly Ching
Address: 24330 22 AVES
DES MOINES WA
98196

N4-1

HEMUYEIN 10 ISLUK UUI I TE
NOISE. IVE TRIED SEVERAL EAR
PLUGS + THEY DONT HELP. HOW ARE
YOU GOING TO COMPENSATE US
FOR HEARING LOSS WHICH ANY
BRAIN SCIENCE PROFESSIONAL
WILL TELL YOU CAUSES BRAIN
DAMAGE. OUR EARS DID NOT
~~EVOLVE~~ TO HANDLE THE
LOUD JET NOISE OVER & OVER

Fold Here

Place
Stamp
Here

N3-3

A DAILY BASIS, HOW ARE YOU GOING
TO REDUCE THE # OF FLIGHTS &
WHEN? WE ARE SATURATED

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168

N4-1

BEYOND REASON AND IT IS AFFECTING
OUR HEALTH. WE CANT SOCIALIZE
AT GARDEN IN OUR YARDS

Fold Here

N6-1

HOW ARE YOU GOING TO PROVIDE
COMPENSATION FOR THE
DESTRUCTION OF SUCH COMMON
HUMAN ACTIVITIES THAT IS THE
MINIMUM WE CAN ASK FOR
TO SATISFY THE BRUNDTLAND
DEFINITION OF SUSTAINABLE
SOCIAL ELEMENTS ^{OR DO YOU NOT} BELIEVE
THAT OUR PORCHES ARE PART OF THE ENVIRONMENT

COMMENT FORM

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S4-8

S4-5

WHEN IS ANYONE GOING TO CAMP
OUT ON OUR STREET FOR AT LEAST
A WEEK CONSECUTIVE DAYS + HOURS
TO SEE + MORE IMPORTANTLY
TELL YOU THAT HILLMAN
LOG + THAT YOU CAN UNDERSTAND
FROM YOUR COLLECTION OF MONITORS
+ DATA. WE ARE NOT STATISTICS
WHAT IS THE IMPACT OF
SUCH NOISE ON DEVELOPING
BABIES' EARS + YOUNG CHILDREN
SURE YOU PLAN TO EVALUATE THE
NEARBY ELEMENTARY SCHOOL
TO SEE IF THESE KIDS ARE LIVING

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Beverly Ching
Address: 24330 25 AVE S
DES MOINES WA
98196

55-3

54-12

AND PARKING IN THE NEIGHBORHOOD AND THE PARKS. ~~THEY ARE~~

~~THEY ARE~~ THEY ARE BREATHING THE STALE POISON, HOW MANY MORE STUDIES OF THE STUDIES DO YOU NEED TO CONCLUDE POISON IS POISON? WE NEED TO KNOW WHAT STEPS YOU ARE GOING TAKE

Fold Here

Place Stamp Here

TO ALLEVIATE THE NOISE POLLUTION PROBLEMS WE

NEED ACTION NOW! WHEN ARE YOU GOING TO TELL US WHAT YOU ARE DOING FOR OUR

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168

NEIGHBORHOODS? DO WE HAVE TO DO WHAT??

Fold Here

TO GET ACTION? WHY ARE WE PAYING TAXES TO HELP BIG BUSINESS? AMAZON CAN AFFORD ITS OWN 4TH RAMPWAY WITHOUT USING MY NEIGHBORHOOD.

1 airport. Thank you.

2 HEARING OFFICER PHILIPSEN: Thank you.

3 Now we begin the oral portion, and you can give your
4 comment; I'll time you.

5 MR. CHRISTOPHERSON: Okay. We live on 25th.
6 I've lived under the airport since 1946 on 20th Avenue
7 South. I went to all the schools that the Port has closed
8 due to air-noise mitigations. They're currently building a
9 brand-new school where Glacier High School was, and the
10 reason they shut it down was because of noise.

11 When Glacier and all these other schools were shut
12 down, the planes would take off northbound or land
13 southbound over 20th Avenue from air- -- Runway No. 1.

14 Now, in the last -- quite a few years now, five, six
15 years, the planes are coming over this building, the senior
16 center, or community center, and they're going straight over
17 22nd Avenue South. And I have friends who live on 22nd.
18 When I'm talking to them, I'm watching the planes coming
19 right over.

20 The airport can stop all of these complaints about
21 noise on the eastside, specifically, if they could get these
22 pilots to stay on 20th and/or 16th or 18th Avenue when
23 they're landing and taking off. In bad weather, they stay
24 over there because they're having to use landing systems;
25 I'm not sure what it is. On good weather, they're flying

1 right over this building, hit the Boeing Distribution
2 Center, and then they have to veer towards the west to get
3 to the runway and land. And to verify this, we'll go to the
4 perimeter road and watch the planes. And they're coming
5 over this building and then veer off to land. The worst
6 ones are the big jumbo jets and the air cargo.

7 So I guess my thing is, if you could just get the
8 airport to tell the pilots to stay on their original course
9 over 20th or 18th until they get to 128th, which is the end
10 of the clear zone, then they can go wherever they want.
11 Somebody in the other room says it's five miles out. So the
12 planes are violating that rule, if it's an FAA rule.

13 But we just wanted to say you could take care of a lot
14 of noise mitigation problems just by -- just moving it over
15 slightly, where it used to be since 1946 till 1975.

16 MS. MCLEES: I moved in there in my house,
17 which is two blocks over, about 40-some years ago, and when
18 I was outside, you could hear the planes, fine, but you
19 could still talk. You go in the house, you couldn't hear.
20 Now I have to turn the TV up even with the doors and windows
21 closed when I'm in the house because they're coming so
22 close, I can read the bottom of the Delta plane when it goes
23 over.

24 So one day I was out working in the yard, and an Alaska
25 Airline plane was really off course; it came right over my

COMMENT FORM

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- S11-2 (1) need to include ALL portions of SAMP, near-AND long-term projects, in the analysis. Chopping it up only subjects SEPA and NEPA.
- S11-1 (2) baseline impact period should be at least back to 2012. Projects currently underway but not included in near-term are in fact part of the whole SAMP. They need to be included.
- S11-1 (3) separate out "need for the airport" into hub-fidelity flights vs. regular flights. ~~the~~ Local demand vs stop-over (change planes) demand. Hubs are not a "need". Make clear impact distinctions.
- S2-1 (4) alternatives MUST include a full blown assessment of other sites than SeaTac to handle all the traffic volume increases post 2012.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: DAVID CLARK
Address: 1034 S 234th Place
Des Moines, WA
98198

From: ROSE CLARK
To: Debi Wagner; SAMP Public Comments
Cc: Jean Hilde; Nancy Tosta; Sharyn Parker; John Pamass; Steve Edmiston; Dana Hollaway; Walter Bala; Brian Wilson; Roseanne; timr@robinsonnews.com; Yarden Weidenfeld; Susan Petersen; Kent Palosaari; Terry Plumb; Joel Wachtel; Scott Schaefer; Michael Matthias - City of Des Moines; Larry; Stuart Jenner; Peter; Sheila Brush; Scott Stevson
Subject: Re: Scoping comments
Date: Sunday, September 16, 2018 5:51:20 PM

S2-1 I so agree with this. The last statement is absolutely true. It would be cheaper to site another airport.

Rose

On September 16, 2018 at 5:41 PM Debi Wagner <debi.wagner@icloud.com> wrote:

The attached Scoping comments are not meant to replace my comments submitted at the Highline College Port of Seattle/FAA outreach but are meant as supplemental. I am copying below a list of additional questions from an email exchange with Cayla Morgan, FAA Environmental Specialist which she refused to answer unless submitted through the Scoping process.

I fail to understand why the SAMP Scoping boards for air quality and climate are empty and why the public health board has risk of explosion and little else that has anything to do with public health concerns. These boards could be populated to provide at least some framework for the public to know or understand how much or little the Port of Seattle and FAA plan to cover.

I was involved in the four-year process for the third runway from Scoping to Final Supplemental EIS, MOA air quality study, Record of Decision and Governor Locke's certification of the project. This entire process was an attempt to cover up the true impacts, provide false data, downplay impacts and as a result, further a dangerous, unmitigated airport pollution problem. The subsequent legal cases pushed this process out another 8 years while the community fought impacts with meager resources that pushed cities near bankruptcy. In the end what we received was a somewhat smaller environmental destruction.

This current process should include a greater level of transparency and honesty. Agencies, officials and those responsible for oversight should assure the project not only complies with existing laws, but rises to an environmental standard that they themselves would want for their own families. This principle is reflected in state law at WAC 173 which guarantees each person in the State of Washington the right to a healthful environment.

I also realize that the proper analysis may disclose the need for removing billions of dollars worth of residential land uses that are far too close to the airport. This proximity problem is a result of the 1989 "Mediation" agreement which kept

incompatible land uses intact in exchange for a noise mitigation program. This was the cheap way out of a problem for the Port of Seattle. An Expert Noise Panel appointed by the State of Washington in 1996 determined the noise mitigation program wasn't successful. Subsequently, many of the insulated homes have had insulation and windows mold, fail and rot. There is currently no plan to repair, or expand the program. This is unacceptable. Other cities are getting updated products and upgrades.

In summary, it would be easier to site another airport in the state with a proper buffer of 33,000 acres than to try and make this situation acceptable, livable and compatible.

Thank you,
Debi Wagner

From: Deborah Wagner <debi.wagner4@gmail.com>
Date: Wednesday, September 12, 2018 at 12:01 PM
To: Sheila Brush <shebrush@gmail.com>, Steve Edmiston <sedmiston@bracepointlaw.com>, Scott Stevson <scottstevson@gmail.com>, Bruce Dennis <bld522@yahoo.com>, Larry Cripe <Larrycripe@comcast.net>, Terry Plumb <tmcp123@hotmail.com>, "walterbala@mac.com" <walterbala@mac.com>, "Keiser, Sen. Karen" <Karen.Keiser@leg.wa.gov>
Subject: Fwd: follow-up

----- Forwarded message -----

From: <Cayla.Morgan@faa.gov>
Date: Wed, Sep 12, 2018 at 11:01 AM
Subject: RE: follow-up
To: <debi.wagner4@gmail.com>, <shebrush@gmail.com>, <Larrycripe@comcast.net>, <annek@36524.com>
Cc: <Patricia.Deem@faa.gov>, <Janell.Barrilleaux@faa.gov>, <Purcell.Arlyn@portseattle.org>, <Rybolt.S@portseattle.org>

Dear Debi:

Thank you for your comments regarding the Sustainable Airport Master Plan (SAMP) Near-Term Projects environmental review. If you would like your comments to be included as part of scoping, they must be received or postmarked by September 28, 2018 through at least one of the following methods:

1. SAMP Online Open House: www.SAMPNTPenvironmentalreview.org
2. Email: SAMP@portseattle.org
3. Mailed to: Mr. Steve Rybolt

Port of Seattle

Aviation Environment and Sustainability

P.O. Box 68727

Seattle, WA 98168

4. Submitted in writing at any of the four public meetings
5. Recorded by the Court Reporter at any of the four public meetings

While we appreciate your comments, we cannot consider them as part of the SAMP Near-Term Project environmental review scoping process unless you resubmit them via one or more of the methods above.

Once received, these comments will be reviewed by the Port and Federal Aviation Administration (FAA). We anticipate that we'll report out on the results of scoping to the Port Commission in early 2019.

Thank you,

Cayla D. Morgan

Environmental Protection Specialist

Seattle Airports District Office

206-231-4130

My new address is: **2200 S. 216th Street, Des Moines, WA. 98198**

From: Deborah Wagner <debi.wagner4@gmail.com>
Sent: Tuesday, September 11, 2018 9:41 AM
To: Morgan, Cayla (FAA) <Cayla.Morgan@faa.gov>; Sheila Brush <shebrush@gmail.com>; Larry Cripe <Larrycripe@comcast.net>; Anne Kroeker <annek@36524.com>
Subject: follow-up

Hello Cayla: Thank you for spending time discussing some of our questions at the SAMP Scoping meeting last night. I have a few questions that I hope you can answer.

The "air quality" team said the CO₂ figure of 363,306 metric tons per year (2016) produced by Landrum & Brown in a preliminary air quality draft I received six months ago uses only a takeoff cycle of approximately 2 minutes. The figure I received from Elizabeth Leavitt, Port of Seattle senior environmental staff member at the Energy and Sustainability Committee in 2016 was 5.4 million metric tons per year which includes all fuel pumped for CO₂ in 2015 but not methane, black carbon or nitrogen oxides which are major contributors to climate impact and in my opinion, should be calculated for their respective contribution.

The AQ staff said that FAA regulations requires them to use only the truncated figure, part of the LTO.

Question: Please provide the regulation/guidance/AC or whatever governs this calculation?

Question: I am also seeking a copy of any EA, FONSI, CATEX document you referenced from 2006/2007?

I am also concerned about the conditional approval FAA received from EPA in 1997 which required an air quality analysis prior to any future build post 2010 due to predicted violations of the NAAQS. Monitoring around the airport drives in 1998 found CO levels at roughly 80% of the federal standard during a slow period of operations along with particulate and NO₂ levels higher than any historical regional monitoring. The congestion around the airport along with the massive increase in operations over the years and lack of monitoring in the area combined with close-in communities is cause for concern for compliance meant to protect

public health and welfare.

Question: Will any monitoring of the air quality be required before approvals are issued? If so, will air toxics be included along with criteria pollutants?

In 1993, McCulley, Frick and Gilman monitored hydrocarbons in the neighborhoods around Sea-Tac and found several of concern above the Washington State Acceptable Source Impact level including benzene, formaldehyde, acrolein, etc. Due to these and other studies showing increased cancer risk, the Port of Seattle and FAA were asked to conduct a risk analysis for the third runway EIS which did not happen due to the consultant citing "lack of information." It now appears the community is experiencing higher than average respiratory illnesses and cancer and the State Department of Health map of health disparities along with EPA EJ Screen confirms the area surrounding Sea-Tac is in the above 80th percentile of negative health outcomes. These communities have already been identified by FAA in their PEA for the Automated Turn dated September 2017 as predominately minority and low income for Environmental Justice. There are requirements for notifications, HIA, SIA, and numerous other investigatory measures included in the Federal Interagency Working Group "Promising Practices" report from March 2016 and other regulatory framework.

Question: Will FAA require a thorough evaluation of the EJ conditions and health disparities in the community surrounding Sea-Tac Airport including a risk analysis that uses monitoring to validate modeling?

Lastly, I am still confused as to the role of FAA in planning aviation capacity in Washington. The DOT Air Transportation representative believes FAA has to provide direction for the state to move forward on siting and building or expanding facilities. Yet, it seems FAA has referred to the state as the lead on this process. I am concerned because the state does not necessarily understand airspace constraints or the potential for harm of the human environment from concentrated high noise and emissions in the congested corridors. Due to constraints on the Sea-Tac facility which drives up the expansion cost tremendously that FAA must help fund, does it seem wise, prudent or usual to not more aggressively pursue alternatives to Sea-Tac expansion that are less harmful?

Question: What is FAA's role in regional or state decision-making to either stop expanding Sea-Tac or to build another airport/expand existing facilities?

Thank you,

Debi Wagner



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S5-3
S4-3
S3-1

The Des Moines area is already hearing
and breathing the effects of increased planes
over us and we understand lots more will be
added. This is very harmful to our health
with noise increasing all night and danger-
ous particulates^(sp) in the area we breathe.

Please help us have a decent quality of life

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Wally Come
Address: 215 S. 216th St, #410
Des Moines, WA. 98198

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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S2-1
The Seattle metropolitan area desperately needs another regional airport (or two). Few other cities have such a concentration in one airport. Paine Field needs expanding in spite of the low voiced moneyed efforts to stop expansion. How about more pressure on McChord field. The Air Force could use Moses Lake area instead.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Molly Cone
Address: 815 S. 216th St. #410
Des Moines, WA, 98198



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
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N3-1

I've lived at 141 S Apple Lane in Des Moines since 1997 and in that time, the noise has greatly increased. My concerns are mostly related to noise pollution and its affect on human health.

N4-1

* Will the Port be studying my neighborhood for noise pollution?

N3-3

* I can't use my backyard because of the constant noise.

* I can't talk on the phone, inside my house unless I close ALL the triple pane windows because of the noise.

N3-6

* I can't sleep well because of the noise. I tried ear plugs + developed vertigo from the plugs

Submit comments to:

Mr. Steve Ryboit
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Valerie Constantino
Address: 141 S. Apple Lane
Des Moines WA
98198

OVER →

N3-3

* + can't enjoy my view or my corner view because of the constant noise.

* I have a large lot that I pay taxes on + I no longer enjoy it because of the noise. Will I be compensated for the loss of use of my yard.

NS-5

* What happened to using the 3rd runway for "inclimate weather" only? ~~It~~ you lied!

* I don't care at all about the benefit of more flights because they DO NOT benefit me at all!

Fold Here

Place Stamp Here

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168

Fold Here

S4-8

* I want to see results of a study done on my neighborhood related to noise.

S2-1

* Time to build another airport somewhere else!

COMMENT FORM

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N3-1
N2-1
S4-3
S3-1
S2-1
N3-2

Concern about the noise and climate (air quality)
I live under the flight path, experienced
planes (especially Fed Ex planes) flying at a
much lower level than ever before. My
noise sometimes shakes when these planes
fly over, with 20 million more passengers
coming by 2034 the problem will only
get worse. Need to share the resources.
Fed Ex planes should be diverted back to
Boeing Field. And see no need in these
planes flying at a lower level. Direct
flights over I-5 freeway, instead of
residential areas.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Sue Cornell

Address: 25128 25th Ave So

Kenit, WA 98032

N10-37

From: Quiet Skies
To: [SAMP Public Comments; carlcraven33@gmail.com](mailto:carlcraven33@gmail.com)
Subject: Re: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Wednesday, September 19, 2018 7:13:44 PM

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Carl Craven of Burien, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Mr. Craven be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

Comments must be received by September 28, 2018.

N5-2 The noise over residential areas in Des Moines has increased greatly as the 3rd runway has increased use. Is a study being done about using the 3rd runway and the noise impact of increased flights? What mitigation will be done for the people impacted by these increased flights?

N5-4

N3-7

N1-4 What about a cross runway how will that be able to expand? No delays are already had, how will they handle more flights?

S2-1 Are you studying adding another airport in the region? Can Rainier Field be used for expansion instead of Seattle-Tacoma?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Becky Crompto
Address: 27044 10th Ave S
Des Moines, WA 98198



COMMENT FORM

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Comments must be received by September 28, 2018.

MY NAME IS WILLIAM DAMATO, I OWN
 HOMES IN BOTH SEA-TAC, AND DES MOINES,
 THE HOME IN DES MOINES IS DIRECTLY,
 UNDER THE MIDDLE RUNWAY. WHEN
 PLANES ARE TAKING OFF AND LANDING,
 THE NOISE IS UNBEARABLE, VERY LOUD.
 I'M ALSO CONCERNED ABOUT EXHAUST.
 I FEEL AS THOUGH, REGARDLESS OF
 MANY CONCERNED HOMEOWNERS, THE "PORT
 OF SEATTLE WILL DO WHAT, THEY WISH.
 I AM COMPLETELY AGAINST ANY
 EXPANSION OF SEA-TAC AIRPORT, W/O
 MONETARY REPARATIONS. I FEEL
 A CLASS ACTION LAWSUIT WILL
 BE INEVITABLE.

S11-17 N2-5 N3-3
S12-14

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: WILLIAM DAMATO
Address: 1827 246th PL. SE.
DES MOINES, WA
98198

From: Bruce Davidson
To: [SAMP Public Comments](#)
Subject: formal submission of comment on SAMP
Date: Saturday, September 15, 2018 4:30:16 PM
Attachments: [Aviation noise letter 9-15-18.docx](#)

To Mr Rybolt and the Port Commissioners:

Please take the attached letter as my comment. Would you please confirm receipt.

Sincerely,

--

Bruce Davidson MD MPH

Email brucedavidson@pobox.com
Tel (+1) 206 799 4513

12209 Shorewood Dr SW
Burien WA 98146
September 15, 2018

To the Port Commissioners and Management:

511-1/55-1
The same week the Seattle Times reported the Port Commission would pay contractors \$968 million for SeaTac airport's new international arrivals terminal, over three times its 2013 estimate, I attended a Port Commission "Open House" to see its plans for airport expansion. There were nine artful posters with past and future projections of tourists, cargo, and passengers. But there was zero about the human health impact of the recently added 97,000 flights per year, or the 80,000 further additional flights per year planned for the near term.

54-5
54-6/94-4
54-5
As healthy humans age, sleep becomes more fragmented. Fragmented sleep interferes with control of high blood pressure, increasing risk of stroke and heart attack. The closest residents to the Milan, Italy airport had nearly double the risk of sleep disorders (36%) compared to a reference population living elsewhere (20%). In adults, aircraft noise leads to worse daytime sleepiness and impaired cognitive performance the next day. Five years of night aircraft noise increases the risk of high blood pressure in men by over 50%. A study of 6 million Americans living near 89 different airports found an average 4% increase in hospital admission for strokes and other heart problems among those over 65 living close to airports, but for some American airports, hospital admissions for stroke, etc, were increased by 25%. A consensus panel White Paper published 2017 by scientists from FAA and elsewhere confirms aviation noise at home and school is associated with poorer reading skills and memory in children; any reduction in day and night aviation noise leads to an improvement in their reading comprehension. The White Paper concluded there is good biological plausibility that aviation noise negatively affects health. This is settled science.

When I asked Port Commission head airport planner Ms Arlyn Purcell why there were no data about human health or plans to acquire it, she told me this was categorized under "Environmental effects". When I pointed out that King County, Washington State, and our Federal government have each determined that concerns regarding human health and those regarding the environment should have separate budgets and departments, she told me "You should comment on that".

I am a physician with a great deal of public health experience. The Port Commission is seeking "public comment". In public health, we have learned:

- Post-menopausal hormone replacement therapy increases risk of breast cancer, stroke, heart attack
- Universal oral poliovirus vaccine administration should be replaced by injected poliovirus vaccine
- All women who might become pregnant should take folic acid vitamin supplements to prevent the possibility of spinal cord disease in offspring

We learned all this not from "public comment", but from scientific surveys and studies by experts.

NID-10
When any of us start driving our cars to any destination, our first duty is not to harm humans. The Port Commission process and management appear negligent regarding their duty to the American citizens near SeaTac airport. Ms Cayla Morgan, an FAA representative at the Open House, said the Port Commission has federal planning grant funding available, and that a "no action" decision on expansion is

S11-3

indeed a possible outcome. Local government should require a moratorium on new flights while the established experts from CDC and elsewhere (we have no local ones in Seattle) design and execute a robust survey-study to understand the risks to local residents. The study data and analysis can be presented to Seattle-King County Public Health, the Port Commission, and the public for comment. Then we can determine if the number of excess strokes, heart attacks, and premature deaths in Americans living near SeaTac resulting from the projected cargo, tourist, and passenger growth the Port Commission currently promotes is acceptable.

Sincerely,

Bruce L Davidson MD, MPH

COMMENT FORM

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NI-5
S2-1
S4-4

The assumptions of the growth of Seattle metro area rely that the business climate will continue to increase. This is flawed as Sept housing prices have peaked + the city that Amazon built is going to change due to Amazon 2nd Headquarters being somewhere other than Seattle. SeaTac is not the only regional Airport. Paine Field will be having flights served by major airlines that will impact the assumptions of the scoping + expansion ~~wanted~~ wanted.

The noise model for Day Night Level Aves is flawed in determining valid noise disturbance. How is the Port going to improve ~~the~~ the level of quietness to the community?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: ALAN DAVIS

Address: 19612 5th Ave S.

Des Moines, WA 98148

COMMENT FORM

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N10-33

1. It appears that the noise levels for planes are averaged. How does that capture those very loud planes that might be above what the safe noise level should be?

S3-1

2. It seems very impossible that increasing the number of flights would not increase the air pollution. I understand that the Port / airport does not take actual air samples but depend on the King County air quality folks to take those samples but not at the airport. How can we actually

S3-2

feel that the air quality measurements are accurate?

3. At what point will this airport be maxed out?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Jane Davis
Address: 19612 5th Ave S
Des Moines

N1-4

COMMENT FORM

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N2-1
California has done these studies
on the effect of emissions on
health. If you enter a plane
at the Sacramento airport
and have to walk in air
between planes they have health
warnings posted. Why does the
port of Seattle ignore this issue?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Susan Davis
Address: 20622 4th Place S.
Des Moines WA
98198



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
SEATTLE-TACOMA INTERNATIONAL AIRPORT

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N3-6

N5-6

I am awakened every night
2:30-3:00 am by a
loud plane. People deserve
+ need quiet time. It is
psychologically necessary. We also
deserve time during the weekend to
relax and enjoy family time.
Having specific no flight times on 3rd
runway would afford us that.
Our lives deserve consideration not
just your flights & expansion

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Susan Davis
Address: 20622 4th Place S.
Des Moines, WA
98198

COMMENT FORM

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N3-1
The Port has added 97,000 new flights in the last four years, why have no studies been done?

The Port's response has been a meeting at Highline DO where they were arrogant and basically said

N10-1
They have to figure out how to get all these flights and cut trees for "safety". A meeting in Burien library

N3-4
where they were called out for lying about flight patterns. A phone complaint number

N3-9
they never respond to when flights awaken people. Now this where the people seem responsive. But will anything be done other than more flights added?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name:

Susan Davis

Address:

20622 4th Place S
Des Moines WA

98198

COMMENT FORM

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N10-24

Increasing flights is The priority
of The port. Having decent lives
is The priority of The citizens of
The South End. We have been
led to manipulated, placated
temporarily while plans to expand
& increase flights move forward. We
would like a REAL seat at The
table. This is your job, but it is our
life.

511-25

Studies should be done & information
available prior to flight increases.
on effect of noise, pollution, particulates.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Susan Davis
Address: 20622 4th Place S.
Des Moines, WA
98198

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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Comments must be received by September 28, 2018.

1-0117
The Port practice of cutting down trees on the South end and claiming it is for "Safety" is absurd. It is to increase the # of flights and give some alternate routes.

Trees absorb noise + pollutants. Yet the Port cuts trees at the South end where homes are less expensive because it ~~is~~ will be objected to less. Classism at its worst!

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Susan Davis
Address: 20622 4th Place S.
Des Moines WA
98198

From: chestine edgar
To: [SAMP Public Comments](#)
Subject: Written comments on the scope of the NEPA EA/SEPA EIS:
Date: Monday, September 24, 2018 3:00:42 PM

<https://sampntpenvironmentalreview.org/>

To Whom It May Concern at the Port of Seattle and the FAA;

I am a Burien resident and my health and safety are at risk from the Sea Tac Airport operations. In spite of the years of input I have given to these Port of Seattle open houses and "meet the public sessions", I have found the Port of Seattle to be complicit in actions that are contrary to resident and citizen concerns.

NI-3
As an example, I attended two open houses put on by the Port about their Sustainability Plan. At both sessions, I put comments as well as two written Public Information Requests in the boxes provided by the Port at those meetings. After in excess of four months, I heard nothing back from the Port. Finally, I got one of my neighbors to go to a Port meeting and submit in person my Public Information Requests which the Port had never responded to.

This means that the Port does not even bother to open and read the comments citizens turned in. The Port flat out lies to the public that the public's comments will be read, be made part of the public record and considered. It is also complicit in following Washington State Law regarding Public Information Requests. The employee that was assigned to these comment boxes and reading their contents should have been fired. But I notice that he still is happily employed by the Port. Is there even anything honest about this Port's operation and the questionable promises and data they allegedly collect?

SB-2
The very skimpy, environmental justice rhetoric that the Port mumbles about is not happening here in Burien. In my below comments about Scoping, I am asking the Port of Seattle and the FAA to step up to the plate and do what is the right thing to do and follow the law.

Comments on Scoping-

Scoping should be taken seriously. Past requests for the Third Runway analysis to address environmental considerations have been ignored. Please see attachment for an example of Puget Sound Clean Air Agency (PSCAA) formerly, Puget Sound Air Pollution Control Agency request for the third runway EIS to include a risk analysis and the response from the FAA/Port of Seattle. Where insufficient information exists (was not a valid excuse since EPA had just done a thorough risk assessment for Midway Airport <http://www.csu.edu/cerc/documents/SWChicagoCancerRisks1993.pdf>) or unknown risk exists as was the case with existing widespread community health disparities, it is the responsibility of the agency proposing the project involving additional impacts to use all available means to discover and disclose. NEPA §1508.27

The FAA and Port of Seattle should analyze the following items in the Environmental Assessment and Environmental Impact Statement:

HUMAN HEALTH AND ENVIRONMENT

1) Conduct an air quality analysis for all pollutants of concern; hydrocarbon emissions, air toxics, lead and criteria pollutants in the communities surrounding the airport and flight paths

NID-37
S3-4
where aircraft overfly to 3,000 feet. This was required by a MOA between the Port of Seattle, EPA, PSCAA and DOE to be done post 2010 (See Attached). Please note the request for chemical analysis of residues in flight paths. Funding shortfall prevented this from going forward. It is still needed. Monitoring is used to validate modeling and has been recommended by our air quality agencies

S5-1/S8-3
2) Provide data on demographics and health in all communities affected by airport noise/emissions using existing data, science, agencies, institutions with city and citizen input. Give same consideration to multiple stressors (noise/emissions, traffic, etc.) in EJ community as was provided by the Port of Seattle in the near Port community grant for Duwamish residents.

S11-26
3) Identify significant cumulative impacts considering past, present and reasonably foreseeable, multiple project impacts and high and adverse impact areas. 509, SASA, South Satellite, flight path changes, modifications, hardstands, new terminal construction and operation etc.

S11-26
S8-3
4) Identify areas where low income and minority populations reside and analyze disproportionate impact by airport operations, traffic, congestion, etc.

5) Consider cumulative noise and emissions on resident's health

6) Consider unknown risk and develop methods to determine sources, nature and develop control strategies

S5-1
7) Conduct a risk analysis using all air contaminants known to be produced by airport operations using the collected monitoring and modeling data for validation as per Puget Sound Clean Air request in 1994 not yet completed

8) Map the areas of impact

9) Conduct a health impact assessment (HIA) and social impact assessment (SIA).

10) Provide meaningful insights into mitigation strategies

METHODOLOGY-

1) Both co-lead agencies should use available science, data and input from independent sources to inform and validate the process and conclusions

2) Worst-case scenarios for impact analysis should be considered and developed

3) Mapping the area of emission impact will be different than the noise contours and should highlight highest risk areas.

4) A map should be color coded to easily identify:

a) Low income and minority populations eligible for environmental justice consideration

b) High and adverse impact assessment by census tract

c) Impact from emissions and types of emissions

d) At risk areas by type of risk

e) Noise contours and highest noise sensitive areas impact

f) Existing health disparities

S11-27
5) All assumptions and conclusions should be peer reviewed and independently verified for accuracy. For instance, industry data frequently reflects a bias; current emissions prepared by consultant for the SAMP varies widely from the EPA data for the same year using the same FAA operations, data and model. This problem plagued the third runway EIS data on emissions. Port estimates for 2014 are in white and EPA estimates in yellow

S8-3
Residents are entitled to a fair process. The State Department of Public Health and State Board of Health has previously identified the areas around Sea-Tac Airport as experiencing high and adverse health consequences and eligible for environmental justice consideration.

Their recommendation in June 2001 was for a comprehensive independent air quality study. But golly that just never happened in a comprehensive manner. If you sense a sarcastic tone in my correspondence, it is because of the numerous lies the Port has told to the public to cover up for its continuous, numerous and complicit behaviors.

Respectfully,
C.Edgar

P.S. If I have mailed this on to the wrong email address for scoping comments, please forward it on to the correct Port of Seattle and correct FFA email addresses. I don't want to find out later that someone in the employee of the Port of Seattle just didn't bother to open his/her email and so my comments never got entered into the public record on scoping. Oh, and after not doing the job that Port employee was assigned to do with citizen comments, he/she got a raise and a bigger job title-as happened in the previous situations of not responding to my Public Information Requests or comments. I would like to receive a written response that this communication has been received and put on the public record.

From: Melody Edmiston
To: [SAMP Public Comments](#)
Cc: quietskiespugetsound@gmail.com
Subject: Environmental Impacts
Date: Friday, September 28, 2018 3:36:08 PM

55-1 [Please do the necessary studies on all environmental impacts of the enormous growth SeaTac Airport is planning. The air surrounding SEA is currently in the 100 percentile of the worst in our nation. It is reckless to move forward without first getting all the facts together, evaluating the impact and reviewing it with the public.

Melody Edmiston

206.371.0464

From: Steve Edmiston
To: [SAMP Public Comments](#)
Cc: [Steve Edmiston](#); [Quiet Skies](#)
Subject: SAMP scoping comments for Environmental Review
Date: Friday, September 28, 2018 1:13:20 PM

Mr. Steve Rybolt^[1]_{SEP}

Port of Seattle^[1]_{SEP}

Aviation Environment and Sustainability

P.O. Box 68727^[1]_{SEP} Seattle, WA 98168

Re: Sea-Tac Sustainable Airport Master Plan Environmental Review Dear Mr. Rybolt:

I provide these comments in addition to, and as a supplement to, prior comments I provided:

1. To the Court Reporter for transcription at the City of Des Moines - Highline College SAMP scoping meeting on September 10, 2018.
2. In a separate signed comment transmission (a Quiet Skies form) including ten (10) distinct comments for scoping relating to the SAMP, sent this same day.

In this submission, I provide additional comments.

COMMENT 1. I have reviewed and incorporate by this reference as my own additional comments the SAMP comments officially submitted by the City of Des Moines through its Mayor Matt Pina by letter dated September 28, 2018.

COMMENT 2. Please include within the scope of the SAMP environmental review a study of the impacts of increasing the glide slopes of aircraft arrivals in North flow. This request has two components.

First, including an assessment of the positive noise, pollution, and other impacts of increasing the glide slope for 16L/34R from the current 2.75 to 3.0.

Second, an assessment of the positive noise, pollution, and other impacts of increasing the glide slope for 16R/34L from the current 3.0 to a steeper glide slope, including up to 3.25.

COMMENT 3. Please include within the scope of the SAMP environmental review a study of how the increased frequency of overflights since 2012 and the proposed increases in overflights that associate with the Near Term Projects negatively impact the benefits of any noise programs, noise initiatives, noise mitigation, airplane design-based noise reductions, or other noise reductions arising from any other source. The

NB-15

S11-1

purpose of this comment is to clarify the net gains or losses caused by flight increases to total noise impacting the community (including but not limited to total time of noise above the 65 dnl, total events per day above the dnl)

588-3

COMMENT 4. Please include within the scope of the SAMP environmental review a study of how economically disadvantaged and ethnically diverse populations are disproportionately impacted.

510-1

COMMENT 5. Please include within the scope of the SAMP environmental review a study of how the human environment is impacted by airport expansion in relation to crime and homelessness in the within the six cities south of the airport.

511-1

COMMENT 6. Please include within the scope of the SAMP environmental review a study of how the impact from the increase in flight operations since 2012, and the proposed increase in flight operations in relation to the Near Term Projects through 2027, will vary in relation to each individual property (residential or business) in the cities south of the airport based upon (1) the distance from each aircraft to every property due to the location of the property relative to the flight corridors and changing altitude and engine power settings of the aircraft as they ascend from and descend to, Sea-Tac; (2) the location of each such property to other noise sources; (3) the location and use of the flight corridors across the area in proximity to Sea-Tac; and (4) the varying topography throughout the area to the extent it affects the distance between the aircraft and the property and the propagation of sound from the aircraft to the property.

Thank you.

Steve Edmiston

27043 7th Place South

Des Moines WA 98198

1 MR. EDMISTON: Thank you.

2 HEARING OFFICER PHILIPSEN: No. You may do all
3 the -- all of the above.

4 MR. EDMISTON: Very good.

5 So my name is Steve Edmiston. I want to start off with
6 some comment about the proces tonight. These are my own
7 comments, but they're also comments I have heard from many
8 that attended the event tonight.

9 The first is a source of frustration in the community
10 that we asked, and specifically the City of Des Moines
11 asked, for a public town-hall style of engagement on this
12 process by letters between the City of Des Moines and the
13 Port of Seattle; that request has been denied, and a
14 substitute engagement, this event tonight, was inserted,
15 which is a room full of storyboards and individuals either
16 employed by the Port or by the Port's consultant. And that
17 is a source of frustration because the community has not
18 been afforded the same style of participation that
19 communities east, west, and north of the airport have been
20 afforded. The planning period was not provided to
21 Des Moines so -- or Federal Way or Normandy Park or Tukwila
22 or Burien. Oh, no, Burien got one. So that's a source of
23 frustration.

24 Second is timing. This is our first participation
25 under the SAMP, and we are 11 days before the close of --

5/2-8

512-8
1 two weeks before the cutoff on the 28th. The window's been
2 running for 60 days, but today was the day we were provided
3 subject-matter experts, allegedly, to ask questions about.
4 And so we really only have two weeks, which seems very
5 inadequate. The City of Federal Way asked for an extension,
6 and that's been denied. So it feels like there's no
7 meaningful engagement actually happening for the south-end
8 communities.

512-1
9 The third thing is walking through the meeting, what we
10 found, although all marketing pieces that were sent out by
11 the community said there would be subject-matter experts
12 attending to answer our questions, what we discovered was
13 the people in front of the storyboards wouldn't answer
14 questions; they wanted to turn the questions into a comment.
15 In other words, we can't get information to help frame and
16 phrase our comments; we're just looking at, in many cases,
17 blank storyboards with categories. That's been a source of
18 frustration. It feels like, to many in the community, this
19 is about the least effective engagement that we could
20 receive, and we're frustrated by that.

21 I know we're going to run through time, but nobody's
22 behind me. I guess, I can go back and line up again, but
23 let's run through the three minutes.

24 My first comment that I would like to share this
25 evening is we need to include a complete assessment of the

1 growth that's already occurred in the last four years. We
2 have 97,000 additional aircraft operations that have been
3 added at Sea-Tac Airport since 2014, January 1, and there's
4 been no study and no assessment, no mitigation, no action
5 plan, nothing's been done with respect to those flights.
6 And we have a great concern that we won't be studying those
7 flights as part of the baseline going forward for the
8 Near-Term Projects. And if we leave those out, we really
9 have warped what's really going on in the communities,
10 because that's what's happening right now, and it's
11 happening since the SAMP was first conceived. So we know
12 it's within the window. That should be included, that
13 study.

14 Second is skipping forward to after the Near-Term
15 Projects --

16 HEARING OFFICER PHILIPSEN: You've done three
17 minutes --

18 MR. EDMISTON: Okay.

19 HEARING OFFICER PHILIPSEN: -- but there's no
20 one else in line, so I'm giving you another three minutes.

21 MR. EDMISTON: I appreciate that. And if
22 someone shows up and we need to time it out, I'm happy to do
23 that. I totally understand the process.

24 HEARING OFFICER PHILIPSEN: As you wish, yeah.

25 MR. EDMISTON: Thank you very much.

1 The second comment I think is also kind of temporal in
2 nature, what should be included temporally. Let's go beyond
3 the Near-Term Projects that will end in 2027. That will add
4 80,000 flights, so we'll be nearly a gross-up of 200,000
5 flights from 2014 to 2027. But there's a long-term project
6 envisioned, and originally that was going to be included in
7 this SAMP process, but about six months ago, it got carved
8 out. And there's a great concern that I have that I would
9 like it included as a comment to include within the scope
10 the impacts to human health and the environment from what is
11 anticipated for long-term projects. Don't carve it out and
12 leave it off the table because your own studies are
13 showing -- the Port's own studies are showing we'll be at
14 capacity in 2029. So the idea that we would go forward with
15 ten years of construction and growth with no idea what's
16 actually going to happen in the next ten years is hard to
17 square in, I think, a rational sort of going-forward
18 process.

19 Third is adequate geography. I think we have -- so
20 geographical scope, there is a great concern that there's a
21 focus historically on what's called the "federal contour,"
22 what is looked at for mitigation very close to the airport
23 and for windows and insulation and things like that, and
24 it's a very small area around the Port. The effects of the
25 noise and the emissions from aircraft operations are clearly

54-11
1 felt to the southern border of Federal Way, and so we need,
2 in geographic scope of this study, to make sure that all of
3 the six south King County cities are included, their entire
4 geography, in terms of the impacts to human health and
5 environment.

55-2
6 Next, I think we want included in the scope of this
7 study a complete and robust review of all of the science
8 that has emerged in even the last three years about the
9 impacts of noise and emissions from aircraft operations over
10 human beings, because all of those studies that I've been
11 able to see with this high-tech tool called "Google" all
12 come down the same way. And here's what they say: They say
13 that aircraft operations -- let's say just noise. Aircraft
14 operations and noise from overpopulated areas cause
15 hypertension, heart disease, heart attacks, delayed learning
16 for children, has a worse impact on the elderly, has a much
17 worse impact if there's night flights. And I can tell you
18 that a hundred percent of the studies come to the same
19 conclusion in the last two to three years.

20 Now, they're associated studies. They're the kind of
21 studies that say, "We're finding associations between A and
22 B." And there will always be more studies, but I don't
23 think it's going to be any different then -- I don't think
24 there's going to be where on the radio tomorrow you hear
25 that it turns out red wine's good for you every day, and

1 then tomorrow -- the day after that, you hear red wine's bad
2 for you, and it kind of bounces all over the place. I have
3 a strong suspicion no one's ever come back and say, "It
4 turns out loud aircraft noise is good for you."

5 I think what we're finding is the science is coming out
6 and saying it's really, really bad, and it's far worse than
7 we think. And obviously pollution, ultrafine particles and
8 other problems, that science is also emerging. So not
9 including that within the scope of our study would seem
10 negligent because those studies are out there, and not
11 accumulating them would seem a gross error.

12 Next I would talk about including in the scope of this
13 study the pending science that's already underway in
14 Washington State. We have ultrafine particle studies
15 underway at the University of Washington; we have a
16 mitigation study that's just underway run by the state
17 Department of Commerce. Those will take some time, but the
18 notion that we would proceed in any format with the SAMP
19 without the result of those studies also seems very
20 short-sided. I think we should have the results of those
21 studies before we go forward with the SAMP. That should be
22 included in the scope.

23 I think we should have special inclusion of study in
24 this SAMP of sensitive populations. And what I mean by that
25 is we -- because we know from the science that elder

1 populations and children are more highly affected. We can
2 just sort of say a human being is a human being. What we
3 know from that emerging science is that we have a huge
4 population in Des Moines of elderly communities, and they're
5 impacted more. And we should carve that out and have a
6 separate study, make sure we're doing that.

7 Same thing with overnight flights; they are causing
8 more damage than daytime flights because they interfere with
9 and cause sleep disruption, and all the things that will go
10 with that, on a chronic basis.

11 And I would also like included in the scope of this --
12 of this environmental review -- and this is actually super
13 important, but not for everybody, but it's super important
14 for certain communities, and that is we've shifted to
15 full-time use in the last two years of the third runway. It
16 used to be a part-time runway. The middle runway closed
17 down for construction, shifted all of that flight to the
18 third runway, and I think they liked it. I think the -- the
19 bottom line is it was something that was considered
20 advantageous. And now it is a full-time runway.

21 So what's happened in the last even two years is that
22 runway and the communities under that runway have seen -- I
23 think it's a six-fold increase in the number of flights over
24 their neighborhoods that didn't ever used to be there
25 before. And that needs -- you know, that is not a base --

511-1
1 that is -- has to be part of this study because it's brand
2 new.

3 Also, I'm concerned that the projections that are set
4 forth already with the Near-Term Projects don't seem to add
5 up in terms of the number of flights that will be coming
6 in the next ten years. If you use any of the data that --
7 from the last four years and the year-on-year increases from
8 the last four years, the notion that in a four-year period
9 we grew by 97,000 aircraft but in the following ten-year
10 period, we're only going to grow by 80,000, it's a really
11 hard number to -- especially with the growth that they're
12 projecting in the population, which is more of a
13 straight-line hockey stick. It's sort of like, here's the
14 population growth, here's the need for passenger growth,
15 and -- but all of a sudden, the actual airline operations
16 growth is somehow way below that line. Doesn't seem to make
17 sense. So the question, and I think what we can include in
18 this study, is a review of what happens if our estimates are
19 grossly low.

512-1
20 And the final thing I think we should include in this
21 study, because it's clearly an alternative to handling all
22 of the region's growth in one tiny footprint airport, is a
23 regional airport now. And the notion that we would for,
24 again, decades -- and we've done it for decades now, decades
25 and decades and decades -- keep saying it's something we

1 need to study. I haven't really run into anyone that
2 suggests there's a reason not to start the siting process
3 immediately, other than folks that have an interest in
4 economic growth right here in a very specific and small
5 sliver of our state, our region. If that's what you want,
6 then you want to handle all of the region's growth at
7 Sea-Tac Airport. If you want an even and fair distribution
8 of the costs and burdens of aviation, and perhaps even
9 improve the overall efficiency in the long run, then you'd
10 want to jump on a regional airport as soon as possible.
11 Whether we can get that, I don't know. I think it should be
12 included in the scope.

13 Those are my comments. You've been very patient. You
14 gave me extra time, and I really appreciate that. I know --
15 I work with court reporters, and I know I just wore her out.
16 So you've been very good. Thank you for helping me out
17 tonight.

18 HEARING OFFICER PHILIPSEN: Well, you've had a
19 lot to say, and there was time.

20 MR. EDMISTON: I appreciate it.

21 MR. LEWIS: Well, I want to talk about demand,
22 or actually, you know, hopefully generate some responses
23 from responsible officials at the Port of Seattle about
24 demand and how it's defined.

25 I'm a retired air traffic controller and whistleblower,

1 in other places great; here, zero. A major investment that
2 I'm suffering from, as well. Is that environmental? I
3 think so. And I've got Port windows; it means nothing.

4 And I guess I don't know how close I am to three
5 minutes, but every other day I'm trying to clean to keep my
6 house clean for showing, and there's always filthy grime
7 every day that I'm cleaning up from the oil in the air that
8 we're breathing, the particles inside. It's the worst, the
9 worst. And the only way it's going to be better is if the
10 airport buys us all out. I can't think of anything that
11 will work because there's nothing that I can do to counter
12 the noise.

13 I'm done. Thank you for listening. But I'm on the
14 verge of a nervous breakdown because of it.

15 HEARING OFFICER PHILIPSEN: Thank you for your
16 comments.

17 Sir?

18 MR. ELLIOTT: Are you ready for me?

19 HEARING OFFICER PHILIPSEN: Yes.

20 MR. ELLIOTT: My name is David Elliott, and I
21 live west of the runway, slightly. And again, I've lived
22 here for almost 13 years now, and likewise, it was -- it
23 was -- I knew I was living near an airport, but it wasn't
24 bad. It would entertain my in-laws; they'd go out on the
25 front porch, and they'd count the approaching aircraft. But

1 it was somewhat quiet.

2 It has gotten -- the use of Runway 3, from what I was
3 told -- I wasn't here when they initially put in Runway 3 --
4 that it was only going to be used for maintenance, when they
5 were doing on maintenance on 1 and 2. Number 3 is used all
6 the time. And there are alternatives that the Port can
7 think about. I mean, I know we're going to use Runway 3.
8 How about using it with some of the newer airplanes? I work
9 for Boeing, so the 737 Maxes, the Airbus Neos, the 787
10 Dreamliners; much quieter airplanes, much more environmental
11 friendly. Maybe we restrict Runway 3 to those kinds of
12 airplanes that wouldn't bother the residents in the area so
13 much.

14 I mean, we have options. And from what I've gathered
15 in the time that I've been hearing about all these -- about
16 people/groups complaining about it, it doesn't seem like the
17 Port is listening to anybody. And I hope that the Port
18 authorities remember that they're elected officials. If
19 this is going to keep going and getting worse, we're going
20 to find new elected officials for the Port.

21 I don't think I have it maybe as hard as you, but I
22 can't go into my backyard anymore without noise. You cannot
23 have a normal-level conversation in the front yard or
24 backyard. In the house, I'm a little bit better off, but
25 again, you go outside, you can't have conversations. It's

SZ-9

N3-9

N3-8

N3-3

1 gotten worse and worse over the past -- less than a year.
2 It's just gotten bad. We need help.

3 I think that's really all I have to say. Thank you.

4 HEARING OFFICER PHILIPSEN: And the name on the
5 list is?

6 MS. ALDRICH: Jill Aldrich.

7 HEARING OFFICER PHILIPSEN: Jill Aldrich.

8 Thank you. Now you have three minutes.

9 MS. ALDRICH: My name is Jill Aldrich, a
10 property owner, along with my husband, for over 50 years.
11 We have a concern about the newest building site on 24th
12 Avenue South, not far from the federal detention center.

13 About a month and a half ago, my husband and I walked
14 on the Des Moines Creek Trail for about ten minutes and
15 noticed a sign that said "Critical Area" that was placed
16 there by King County. Looking past that sign, over the
17 stream and past not many trees, was some bulldozed dirt
18 going up to a building site.

19 As the building site has progressed, we have been
20 watching to see what the process has been to protect the
21 stream that is critically close to two dirt hills
22 precipitously close to that endangered stream.

23 So that's it.

24 HEARING OFFICER PHILIPSEN: Thank you.

25 MS. ALDRICH: Thank you very much.

N8-2

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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Comments must be received by September 28, 2018.

- N5-5 1. When the 3rd runway was built, we in the South End were promised it was to be an auxiliary runway. It is ^{now} THE MOST USED runway. How can we trust anything the Port says???
- N3-5 2. THE FACT THAT THE PORT ADVERTISES "NO CURFEWS" shows a blatant disregard for the 1,000's of citizens AWAKENED each night by AIRPLANE NOISE! THERE MUST be a Night time curfew from 11-7!!!
- N10-21 3. THE PORT COMMISSIONERS SHOULD BE ELECTED BY DISTRICTS NOT "AT LARGE." THE SOUTH END NEEDS FAIR REPRESENTATION BY SOMEONE WHO LIVES IN THE SOUTHERN CITIES.
- N10-22 4. I think the "NO FLY ZONES" IN WEALTHY SECTIONS OF SEATTLE MUST BE ELIMINATED!!!

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: KAREN FELDT
Address: 601 South 291st
Federal Way WA
98003

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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- 512-1
N 3-3
- 1) I was disappointed to find the Subject Matter Experts were not informative at the Highline College session on 9/10/2018. They were unwilling to give information, and highly hesitant to say anything except "please write it on a comment form." I spoke with 4 SME's, and while courteous, not at all informative.
- 2) The Port of Seattle at SeaTac should look at alternate ways of growing profit besides increasing the number of flights. The number of flights, regardless of time of day or airplane efficiency, is the main culprit. People living under the flight paths, such as myself and my family and neighbors, are restricted from talking to our neighbors outside because of the frequency of interruptions. I live near the South End of Des Moines.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Mary Eun

Address: 806 S. 273rd Ct

Des Moines, WA 98198

COMMENT FORM

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1. *S2-1* Instead of building facilities to attract more flights, or to relieve the current congestion, ~~to~~ wait until the results of the state Joint Transportation Committee Cargo Study, and ~~and~~ allow the flights to go elsewhere. By following the "build it and they will come" philosophy, you give no regard to your neighbors - the citizens of Des Moines of which I am one - and make any activities outdoors too noisy to talk to a friend, and too risky for ~~health~~ negative health impacts.
2. *S4-3* When looking at baseline study data, for noise or other environmental impacts, include the most recent 4 years: 2013-2017. When looking at long term data, include 2019. Do not let your studies omit years.
3. *N3-1* The sheer number of flights has made the average noise level go up. Whether each plane is quieter or not, by having them so close together, you are making the ^{average} noise level go up by having so many flights.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Mary Eun

Address: 806 S. 273rd Ct

Des Moines, WA 98198

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SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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N3-5 [1. Implement volunteer maration on night flights

N3-15 [2. Raise glide path to 3.0% - 3.5%

S5-1 [3. Epidemiological studies - Particulates / stress induced illnesses from noise

N5-5 [4. Runway #3 - You lied!!! - Apportion incoming flights (northbound) between #14 #3.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print): Bill Feldt
Name: _____
Address: 601 S. 291st St.
Federal Way, WA
98003

From: pam fernald
To: [SAMP Public Comments](#)
Cc: [Lyttle, Lance](#); [Felleman, Fred](#)
Subject: P.S. Fw: SAMP input attached
Date: Saturday, September 29, 2018 12:19:05 AM
Attachments: [SAMP input private citizen.docx](#)

It is still September 28, 2018, so am sending an additional comment:

52-9 [I think if any additional Port employee parking is added in the North end of SeaTac that the Port should build a parking garage for employees at the current employee parking lot off of 24th avenue south across the the L shape property, rather than taking up any more 55 acre buffer zone open space.

Thank you.
Pam Fernald

From: pam fernald
Sent: Friday, September 28, 2018 3:40 PM
To: SAMP@portseattle.org
Cc: Lance Lyttle ; felleman.f@portseattle.org
Subject: SAMP input attached

My SAMP input is attached.

Thank you,
Pam Fernald
2431 S. 133rd st.
SeaTac, Wa.

SAMP input:

9-28-2018

N3-1
I was born and raised in Tukwila and have lived in my current home in SeaTac, on 133rd for 40 years. Everything about our quality of life has been negatively damaged by SeaTac Airport activity. It is NOT my imagination.

N2-1
N3-3
The constant noise created by the Next Gen is ungodly and intolerable. I smell fuel in the air all the time. Black film covers everything on my property. Port related transportation traffic clogs us the surrounding streets and is not conducive to any kind of feeling of safety while out and about.

I want to go on the record voicing my opposition to the Port turning the area off of 136th on the 55 acre map into employee parking for airport employees--or any other type of volume parking being added to our neighborhood/city.

The 136th corridor, between 24th avenue south and Des Moines Memorial Way, has become a well-known, and well used, 'recreational corridor' in the city of SeaTac--NOT the place for a busy employee parking lot with busses and all manner of vehicles.

I live on 133rd and drive on 136th frequently. It is always a bee hive of recreational activity of one type or another, and often many different activities at the same time.

52-9
Pedestrians, pedestrians with children and/ or dogs, ball fields, tennis courts, disc golf, model car tracks, and BMX. When the BMX activity and activity on the ball fields are in session, 136th is a buzz with activity and there is a lot of on street parking and coming and going traffic and activity on 136th when sporting events are happening.

To put an employee parking lot for the airport in this vicinity is nuts!

The area is not conducive to employees hurrying to and from work and speeding through the neighborhood. We do not need any further congestion in this area

where there are kids catching school buses--and I might add, a new middle school is being built in the general area also.

The current airport employee parking lot unloads tons of drivers at shift's ends on 146th onto 24th avenue south. These drivers rarely make a full stop at the stop sign on 146th and 24th and there have been many wrecks there as a result. We don't need to spread that through our neighborhood anywhere else!

My husband was the victim of a T-bone accident at the very intersection when an employee failed to stop at the stop sign and hit him broadside. Not a happy situation.

The people who lived on the corner across 24th at this intersection told my husband that they didn't bother fixing their chain link fence because of all the wrecks there damaging their fence.

There is NO good reason, including safety considerations, to duplicate this parking situation at 136th and 24th avenue and put more of our citizens at any additional risk.

As it is, it is one big dodge ball game trying to maneuver across our city now because of all kinds of airport related traffic congestion. An economic engine for jobs—can't take that away from ya A destroyer of neighborhoods—can't deny THAT either.

This once country like setting neighborhood full of families has been totally wiped out already by the Port. Leave us a tiny bit of peace and safety and at least a fraction of airport unencumbered community.

Pam Fernald

2431 S. 133rd Street

SeaTac, Wa.

From: Pam Fernald
To: [SAMP Public Comments](#)
Cc: [Joseph Scorcio](#)
Subject: My SAMP comments
Date: Friday, September 28, 2018 3:23:16 PM
Attachments: [SAMP input.docx](#)

SAMP committee,

Please read my attached SAMP input which is in addition to the letter sent to the Port regarding SAMP issues involving the city of SeaTac.

Happy Trails!

Pam Fernald
Councilmember, position 6
City of SeaTac
pferald@ci.seatac.wa.us
city cell 206.552.4761

This communication may be subject to public disclosure laws of the State of Washington (RCW.42.56)

SAMP input:

9-28-2018

As a council member, representing my constituents, I want to go on the record voicing my opposition to the Port turning the area off of 136th on the 55 acre map into employee parking for airport employees--or any other type of volume parking being added to our neighborhood/city.

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Pam Fernald

2431 S. 133rd Street

SeaTac, Wa.

S2-9

COMMENT FORM

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I currently reside in Marine Hills & have done so since 1990 (the 3rd runway) the reason I purchased in M.H. was ① stability due to high quality construction, ② views of water from homes built oriented towards views ③ High test scores: Nantux ④ pride of ownership with CC+R's. Property values with the increase in air noise will begin to drop. Now we cannot enjoy the views without impact due to airplane noise. Gardens now have a layer of "exhaust" from planes flying so low on their approaches. I suggest the approaches/departures be the same as they are from the north (plane are higher), thus sound is mitigated - Also, in of the approach/departure could be vectored on the water & realize it would impact residents & would impact at least initially ATC but that could be done. I'm not asking that flights be diverted to Everett, for which

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: DOROTHY FISH
Address: 902 S. 291st
Fed. Way, 98003-3700

(to the Port)

revenue may be reduced. It's a compromise & being a good neighbor.





SB-2
53-1







52-2



**The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS AND RELATED SCOPING REQUESTS**

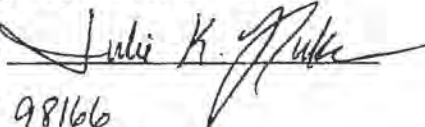
Welcome to the SAMP scoping meeting! We're providing a list of sample questions – questions we certainly have for the Port of Seattle. Ask the Port personnel these, or any questions you want. We also want to make sure YOUR voice is heard. If you want the subject matter of any of *these* questions included in the scope of the environmental review, for each question we've added a related sample "scoping request." Just initial any request you want, sign at the bottom, and find QSPS volunteers will collect and provide them as a matter of public record to the Port.

QUESTION	COMMENT	SCOPE REQUEST	INITIAL
Why No Study of What's Already Happened? How does Port intend to study the human health and environmental impacts of the 97,000 new flights already added in last four years?	Four-year increase raised annual overflight total from 316,000 to 413,000.	Please include a complete assessment of the human health and environmental impacts, including from noise and emissions, resulting from the additional 97,000 aircraft overflight operations growth from the last four years.	
Why No Study of Your Own Long-Term Plan? Why not study of the human health and environmental impacts of the Long-Term Vision anticipated to begin when capacity is reached in 2027?	SAMP Executive Summary; Port's own consultant says long term study is "key." But Port's will not be studying total growth plans for potential harms.	Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for the Port's post-SAMP Long Term Vision projects and Century Agenda growth plans.	
Adequate Geography? Will Port study unique human health and environmental impacts from aircraft noise and emissions, in all of the six south-end airport neighbor cities?	The Port has not committed to study all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac.	Please include a complete study of all of the human health and environmental impacts for all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac, resulting from aircraft overflights, from 2013-present; for the Near-Term Projects; and for Long Term Projects.	
Use Current Science? Will Port review all studies from around world relating to human health and environment impacts from aircraft noise and pollution?	Studies around the world now exist on harms and potential harms from aircraft noise and emissions.	Please include all studies (worldwide) from at least the last ten years, to the extent such studies explore, find, suggest, or hypothesize any association, correlation, causation, or other potential linkage between aircraft overflights and impacts on human health or the environment.	

Wait For Pending New Science? Why is Port proceeding without waiting for the results of the pending studies in the State of Washington directly relating to Sea-Tac Airport?	Regional studies underway, include ultra-fine particle study from UW and the airport mitigation study from Department of Commerce.	Please include a review and assessment of the results of critical Sea-Tac Airport studies now underway before proceeding with the environmental review for the SAMP.	
Sensitive populations? Are you studying the unique impacts of aircraft noise on elderly citizens and children?	Studies have found risk of harm to elderly citizens and children from aircraft noise.	Please include a complete assessment of the unique human health impacts from noise on elderly citizens and children.	
What About Overnight Flights? Will Port collect and assess global scientific studies relating to impacts from overnight flights noise?	Studies have concluded increased risk of human harm from overnight flight noise.	Please include a complete scientific study review and assessment of the unique human health impacts from noise from overnight flights.	
Unique - Full Time 3rd Runway Use. How will Port separately assess the impacts of the full-time usage of the 3 rd Runway?	Despite historical statements, 3 rd Runway now full-time.	Please include a complete study of the unique human health and environmental impacts from the exponential increase in overflights over neighborhoods beneath and near the 3 rd Runway.	
What if Your Projections Are Wrong? How are you accounting for the impact if your estimates of growth are too low?	SAMP Executive Summary inaccurate; est. 398,910 flights by 2019; we are at 413,000 now.	To determine the risks of error in Port projections, please include a study of the health and environmental impacts from increased aircraft operations that exceed estimated Near Term Operations.	
Regional Airport Now? Are you studying the benefits of a regional airport?	The Port has refused to join calls for siting a regional airport now.	Please include a study of the benefits to human health and the environment in the six airport neighbor cities if growth is more fairly distributed throughout the entire region.	

Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Julie K. Fluke

Signature: 

Address: 2115 SW 149th St. / Burien, WA 98166

E-mail: julie.fluke@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

N3-9 [We need a comprehensive study or a more sustainable NOISE COMPLAINT HOTLINE!



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

Comments must be received by September 28, 2018.

See attached

9/21/18

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Anet Fox
Address: 26456 Marine View
Drive So
Des Moines WA
98198

S11-9

I attended my first meeting recently and was so surprised that public comment was limited to 10 minutes. No very indicative that the Port is interested in any public comment from those of us on the ground.

N13-1

I have lived in Des Moines since 2003 and the airplane noise has been getting worse and the planes seem lower, especially the freight ones which you can reach out and touch. I live in an area called "Woodmont" which is between Des Moines and Redondo. When outdoors, I have to speak to my neighbors in the driveway between airplanes. Having a dinner on the deck is almost impossible to hear each other. I have timed airplanes going over my house as frequently as every 40 seconds and landing every 1 1/2 minutes. And they all go directly over my house. There was something said at the meeting that planes used to come in across a 5-mile radius and now they are right on top of each other. Why can't planes take off and land over a wider range? Why aren't our limitations to our lifestyles protected?

N6-1

I have installed double-pane windows and extra insulation in the ceiling/attic at considerable expense, and my property taxes continue to increase – 28% last year. I appealed and said you can't tax me as if I live in a mansion when the airplanes have reduced the value of my house. I wonder how much of a loss I can sell it for! Why aren't there programs to help home owners with these expenses? It cuts off right close to the airport but the noise extends clear to Federal Way. Why isn't there work done with King County to re-evaluate the diminishing value of our homes caused by airplane noise?

N3-1/N2-1

And I want to know what fuels/chemicals are being dropped on us? I have a swimming pool that always appeals to have something in it that doesn't belong. At the meeting, there was a lot of emphasis about airplane safety. What about our safety below the airplanes? Information must be provided to us below the airplanes. I want hearing tests administered because I have experienced hearing loss since the airplanes have been so noisy and frequent.

S2-1

I feel that our airport is at or over capacity. When is Paine Field or some other alternative airport opening up? I understand that there is a need for more gates and that ticketing areas will possibly be moved off-site, like rental cars. So now traveling will require arriving 3-4 hours early to catch a flight after going offsite for ticketing. It seems that priority is given to airlines to make money at our expense—those who keep them in business.

N10-3

I have a pet peeve about your signage at the airport. On the road going into dropping off or picking up passengers, the sign says

Terminal
Parking

 (underneath terminal). This is so confusing, it's not just terminal parking, it is the terminal and parking. Why not put an "and" between the two labels? It would make more sense.

I have always thought I would retire in Des Moines but I don't think I can any more and I'm not alone. Your aggressiveness is advocating for the airlines at our expense is no longer acceptable.

Anet Fox

NW-37

From: Quiet Skies
To: [SAMP Public Comments; lauren.e.frederick@gmail.com](mailto:lauren.e.frederick@gmail.com)
Subject: Re: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Wednesday, September 19, 2018 5:48:14 PM

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Lauren Frederick of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Ms. Frederick be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

Comments must be received by September 28, 2018.

S3-1
S2-1
N10-1
S12-16
S1-3

S11-18
S11-22

I urge you to consider throughout all EIS categories the impacts to quality of life on airport communities - all six of the cities surrounding the airport. This would include thinking of yourself as a neighbor, trying to see things from your neighbor's point of view. The EIS should consider: health, noise, and environmental impact of 24/7 use of the third runway. Increased noise from more flights. Siting of a second regional airport. Impacts of the FAA's tree removal program as related to growth. Construction impact on communities near the airport.

Was this plan developed with community input? I did not see any of our concerns represented in the Executive Summary - at least not in layman's terms that I could understand. Would you want this plan to be implemented in your neighborhood where you live?

I urge you to allow the cities of Des Moines and Federal Way more time to submit comments.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Lauren Frederick

Address: 433 S 207th St

Des Moines WA 98198

From: Wendy Ghiora, Ed.D
To: [SAMP Public Comments](#)
Subject: SAMP Report
Date: Sunday, September 16, 2018 10:51:58 AM

Port of Seattle Commissioners

September 17, 2018

Dear Commissioners,

The following must be included in the scoping of the SAMP report regarding all pending plans for Sea Tac Airport:

- 511-3 { 1. Ultra-fine particle study from the University of Washington
- 511-3 { 2. The airport mitigation study from the Department of Commerce
- 55-1 { 3. A complete study of all human health impacts and costs resulting from exposure to aircraft noise and jet fuel saturation, especially on children and the elderly living under the flight paths up to fifteen miles away from the airport
- 52-1 { 4. A study of the benefits to human health and the environment in the six airport neighbor cities if airport growth is more fairly distributed throughout the entire region
- 55-2 { 5. Include all worldwide studies from the past ten years, to the extent such studies explore, find or hypothesize any association, correlation, causation, or other potential linkage between airport overflights and impacts on human health or the environment
- 511-1 { 6. A complete assessment of the human health and environmental impacts, including from noise and emissions, resulting from the additional 97,000 aircraft overflight operations growth during the last four years
- 52-1 { 7. A study to determine if any other metropolis, the size of King and Pierce Counties combined, has only one major airport. If so, conduct a comparison of airport size (acreage) and internal capacities (gates, runways, number of daily/nightly flights, etc.) to Sea Tac and feasibility for intended expansion. If none exist, conduct a study as to the real reason there has been such a delay in creating another major airport in Washington State

Sincerely,

Dr. Wendy Ghiora
26449 Marine View Drive S.
Des Moines, WA 98198

Wendy Ghiora, Ed.D, President
Washington State Chapter - Phi Delta Kappa
The Professional Organization for Educators

Setting an example is not the main means of influencing another, it is the only means. *Albert Einstein*

SeaTac SAMP Scoping Comments & Requests

David Goebel
12412 Vashon Hwy SW
Vashon, WA 98070
davidgoe@hotmail.com
(206)499-5139

NOTE: Subsequent scoping submissions will serve to augment, expand, or compliment these comments and requests, not replace them.

S4-1

1) Include All Geographies With Significant Impact

The recent creation and implementation of NextGen RNP for Westside arrivals has created new impacts far from the airport in track miles that used to only exist close to the airport. In effect, distant communities have been pulled in by NextGen to become immediately neighboring communities. The SAMP must include in its geographical scope of study, any Hectare (100m x 100m) of land in the Puget Sound area that has more than 100 overflights a day, averaged over a year, at less than 10,000 feet with the same level of detail as the cities immediately neighboring the airport.

S11-7


2) Study the Actual Impact of NextGen Procedures As Implemented Compared to "No Change"

David Suomi (FAA Northwest Mountain Region Regional Administrator) has accurately characterized the NextGen changes at SeaTac as the most significant procedural changes since the introduction of civilian radar over 50 years ago, yet there have been no studies of its actual impacts as implements vs. as modeled before implantation in the "Greener Skies" EA. The SAMP, with the benefit of 20/20 hindsight, the latest generation of the FAA's AEDT software, and real historical before and after flight track data – with their all important level-offs – must calculate the impact of NextGen vs. NoChange on fuel use, greenhouse gas emissions, and noise.

S4-2

3) Augment the FAA's AEDT Software When it is Deficient in Modeling Airframe Generated Noise

On arrival, when a large part, if not a majority, of the noise is due to airflow over the airframe itself, and extended control surfaces, identify where AEDT is not modeling this noise accurately and engage with the Volpe Center (volpe.dot.gov: AEDT contributors) on solutions to account for and correct these deficiencies.


9/19/18

SeaTac SAMP Scoping Comments & Requests

David Goebel
12412 Vashon Hwy SW
Vashon, WA 98070
davidgoe@hotmail.com
(206)499-5139

NOTE: Subsequent scoping submissions will serve to augment, expand, or compliment these comments and requests, not replace them.

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S11-7

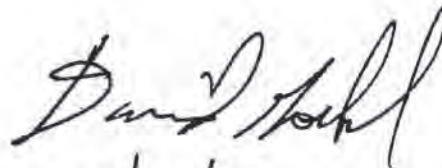
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S4-2

3) Augment the FAA's AEDT Software When it is Deficient in Modeling Airframe Generated Noise

On arrival, when a large part, if not a majority, of plane noise is due to airflow over the airframe itself, and control surfaces that are extended, identify where AEDT is not modeling this noise accurately and engage with the Volpe Center (volpe.dot.gov: principal AEDT noise model contributors) on solutions to account for and correct these deficiencies.



9/22/18

P.S. Improved some wording from my by hand submission: 9/19 at SeaTac Community Center

From: David Goebel
To: SAMP Public Comments
Cc: Edeleman, Fred
Subject: RE: LeighFisher can't even predict the past correctly
Date: Wednesday, September 12, 2018 9:03:50 AM
Attachments: Image001.png

[+Fred, as he was passionate about the SAMP at yesterday's Commission meeting and in case "samp@portseattle.org" is an unmonitored alias he can redirect to an email address that someone will read.]

Hi,

In the subject line I meant "can't" not "can", corrected in this reply.

Please note that this link is prominently displayed on the main SAMP page under "Planning Technical Memos: ... *No. 8: Environmental Effects Overview". If I'm reading this table wrong, please let me know. However it seems to just be sloppiness on LeighFisher's part.

David

PS: Fred, I also noticed that error in the meeting memo: "Final After-Action Report January 2018"

From: David Goebel
Sent: Monday, September 10, 2018 1:38 AM
To: samp@portseattle.org
Subject: LeighFisher can even predict the past correctly

Hi,

On page 1-2 (PDF page 6) of <https://www.portseattle.org/sites/default/files/2018-05/TM-No-08-Environmental-Effects-Overview.pdf>, published in May 2018, LeighFisher "forecasts" 2016 total operations will be 340,478. We know the actual number for 2016 was 412,170; no need to "forecast" it. The whole table is flawed:

**Table I-1
Summary of Aviation Activity Forecasts
Seattle-Tacoma International Airport**

	2016	PAL 1 2019	PAL 2 2024	Near-Term 2027
Total passengers	45,737,115	44,815,200	51,827,400	56,083,600
Total air cargo (in metric tons)	319,490	351,544	382,920	401,580
Aircraft operations	340,478	398,910	448,860	477,660

Source: LeighFisher, September 2015.

It does say the source was from Sep. 2015. However, even assuming this was their prediction in Sep 2015, it's a really poor prediction for 2016 given that 2015 came in at 381,408. However that explanation doesn't square with their passenger forecast for 2016, made in Sep. 2015, of 45,737,115 which was an incredibly lucky guess as it happens to be exactly correct to the passenger. Even Bernie Madoff wouldn't have been so blatant in fudging a statement.

Is the port actually paying LeighFisher for their work on this?

It doesn't instill a whole lot of confidence.

David

B-15

Table 1-1
Summary of Aviation Activity Forecasts
Seattle-Tacoma International Airport

	<u>2016</u>	<u>PAL 1 2019</u>	<u>PAL 2 2024</u>	<u>Near-Term 2027</u>
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Source: LeighFisher, September 2015.

From: David Goebel
To: SAMP Public Comments
Subject: SeaTac SAMP Scoping Comments & Requests
Date: Friday, September 28, 2018 10:30:50 AM

1) Include All Geographies With Significant Impact

54-7
The recent creation and implementation of NextGen RNP and precise RNAVs for Westside arrivals has created new impacts far from the airport (in track miles) that used to only exist close to the airport. In effect, distant communities have been pulled in by NextGen to become immediately neighboring communities. The SAMP must include in its geographical scope of study, any Hectare (100m x 100m) of land in the Puget Sound area that has more than 100 overflights a day, averaged over a year, at less than 10,000 feet with the same scope and level of detail as the cities immediately neighboring the airport.

2) Study the Actual Impact of NextGen Procedures As Implemented Compared to "No Change"

511-7
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3) Augment the FAA's AEDT Software When it is Deficient in Modeling Airframe Generated Noise

54-2
On arrival, when a large part, if not a majority, of plane noise is due to airflow over the airframe itself, and control surfaces that are extended, identify where AEDT is not modeling this noise accurately and engage with the Volpe Center (volpe.dot.gov: principal AEDT noise model contributors) on solutions to account for and correct these deficiencies.

David Goebel
12412 Vashon Hwy SW
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davidgoe@hotmail.com
(206)499-5139

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David

51-00

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Total air cargo (in metric tons)	319,490	351,544	382,920	401,580
Aircraft operations	340,478	398,910	448,860	477,660

Source: LeighFisher, September 2015.

From: Kurt Grande
To: [SAMP Public Comments](#)
Subject: Feedback
Date: Friday, September 28, 2018 5:46:29 PM

S12-2
At the open house on September 10th at Highline College, it was glaringly obvious that the port does not care about community input. There was not a presentation to share information to educate the public and make the meeting more efficient. There were many blank boards at the end of the room. I heard the blank boards were smaller at the subsequent open houses at other locations to try to downplay them. There were many times when I asked a question that the response was "I don't know." I also heard this phrase used to respond to other people's questions.

S2-1
What is being planned for satellite airports to relieve the burden on SeaTac airport? If satellite airports are used, what is the financial impact on the Port of Seattle? This is my most important question.

N10-18
SeaTac has experienced 30% air traffic growth in the last four years. What were all of the studies done prior to determine the impact of anticipated growth?

N10-32
How much growth has happened in the last four years at all of the other ports around the Puget Sound?

S5-1
What studies have been done, and are planning to be done, in regard to birth deformities near SeaTac airport? And cancer? And the many other health impacts on citizens?

Who is doing the studies? Who is paying for the studies?

N10-20
How does the port collect pollution data? Where and how frequently is soil and building siding tested? Has the soil been tested at the site of the new Des Moines Elementary School, which is directly under the flight path?

N10-34
What kinds of fuels are being researched that are more environmentally friendly, and when will they be used?

How close is electric aviation technology to being a viable technology?

These are only the beginning of many questions that the Port should be researching to find the full impact of the airport on the community.

I would appreciate a response to these questions. Thank you.

Judy Grande
737 S. 232nd Court
Des Moines, WA 98198
Email: kgrande@msn.com

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

Comments must be received by September 28, 2018.

MY CONCERN IS WITH ADVERSE EFFECTS FROM OVERFLIGHTS TO SEATAC & BREING FIELD. NOISE, EXHAUST, FREQUENCY PATHS. HAVING RECENTLY FOUND 80% OF OVERFLIGHTS ARE OVER BEACON HILL (WHILE 13% ARE OVER MAGNOLIA), THEREFORE IT BOILS DOWN TO A FINANCIAL ISSUE, I CAN AFFORD TO LIVE ON THE FORMER, NOT THE LATTER. SO DECISIONS MADE (EASILY) TO "PILE ON" EXISTING NEIGHBORHOODS AS OPPOSED TO SPREADING THE WEALTH I WOULD SUGGEST DOES NOT ADEQUATELY SHOW CREATIVE SOLUTIONS. I RECOMMEND CREATIVE THOUGHT (RENTON MUNI AIRPORT/REVISED PATHS) TO AVOID THE BURDEN BEING BORNE BY THOSE LEAST ABLE TO RELOCATE

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: NIKOLAI GREGORIC
Address: 1105 S HUDSON ST
SEA WA 98108

1 ecoe69@hotmail.com.

2 HEARING OFFICER PHILIPSEN: Say your name
3 again, please.

4 MS. GRIFFEE: Kaylynn Griffiee.

5 HEARING OFFICER PHILIPSEN: Kaylynn Griffiee,
6 Thank you. You have three minutes, and I'll be timing you.

7 MS. GRIFFEE: Okay. So is it just questions,
8 or I can --

9 HEARING OFFICER PHILIPSEN: No, it's questions
10 or comments. You can do both, as you wish.

11 MS. GRIFFEE: My feeling is this is being done
12 without accommodations for more runways in the future. I
13 feel like -- that it's all going to be done and then all of
14 a sudden, they're going to go, "Oops. I think we need more
15 runways," as the third runway was presented to us, which, at
16 the time presented, we were sold as a cargo-only runway.
17 Now it's become a passenger runway, then -- it's now being
18 used for a plane -- there are planes that land every
19 30 seconds on that third runway, and lots of them are being
20 sent over my house, jets.

21 When I have -- I have been taking note of the planes
22 that are coming over my house, documenting the time, calling
23 it in on the noise report and asking that a written
24 statement be sent to me, usually I'm told that it's FAA's
25 discretion to send the jet over my house.

S11-1

N5-2

N3-1

N 3-1
1 I live in Normandy Park; it is not considered a
2 commercial runway area, but when I called about the prop
3 planes, the Bombardiers, I was told that those are fine and
4 legal because they are prop planes. But when you buy an
5 airline ticket, they are sold as turbo prop jets, and they
6 carry 76 people. I don't consider a prop plane with 76
7 people, but I probably have five to six cross over my house
8 every day. They're really noisy; they're very low. They're
9 also sent that way so that the other jets don't run them
10 over taking off on the third runway because they're a little
11 bit slower.

N 3-7
12 And I wanted to know why the Port used to provide
13 houses with insulation, heavy-duty-insulation roofing,
14 triple-pane windows for the noise. That's before the third
15 runway was even built. And now they're doing nothing for
16 the houses. The noise is awful. In the morning you cannot
17 open the windows any time. You can't open the windows
18 because of the noise of the jets starting their engines up
19 and taking off. And I really think they need to reconsider
20 double insulating our ceilings; I think they need to
21 consider the triple-pane windows, and they need to consider
22 air conditioning so that we can breathe in the house without
23 the windows open because you cannot listen to all the jets
24 all day.

25 HEARING OFFICER PHILIPSEN: You have 30

1 seconds.

2 MS. GRIFFEE: Then I can apply again?

3 HEARING OFFICER PHILIPSEN: Yes, you can.

4 MS. GRIFFEE: Also, I'm very curious how come
5 Des Moines has building codes for building houses that are
6 all -- are remodeling that all are compatible with the
7 airport only. I was told they need double plywood, double
8 roofing, triple-pane windows. I mean, some try to add
9 windows and you -- double-pane and they were upset. And so
10 I'm wondering how this was -- came about. How can
11 Des Moines dictate the way you build a house and it has to
12 be compatible for the airport? Who paid for this?

810-18

13 And last summer before they were using the third
14 runway, I did not have 737s flying over my house. Now I
15 have 737s, they just clear my tree, clear the deck; they put
16 soot all over my lawn furniture, all over the deck. And
17 they always put soot all over my boat that's in Des Moines
18 under cover. It's black with airplane dust.

1-5 N

19 I'm there, so shall I apply again?

20 HEARING OFFICER PHILIPSEN: Just continue.

21 Yeah, I think you probably need about another minute.

22 MS. GRIFFEE: So then, I had -- my other issue
23 that's a very severe safety one is the air quality in our
24 area. I have asthma, and it is -- I'm impacted by the
25 airport when there's inversions, and we get all of the fuel,

1-5 N

1 jet fuel in it. And I was told that -- by somebody I talked
2 to long ago, I was told that that was -- the reason it
3 smells is it's benzene. Benzene is extremely carcinogenic.
4 Four of my neighbors, nearby neighbors, have passed away
5 from brain cancer. There has been studies, but I haven't
6 heard anything. We've heard nothing more about the studies
7 of cancer relationship to the air quality. And when I
8 called about the clean air commission, they said they have a
9 commission, but it -- this was long ago, one person from
10 each county. Whatcom County could care less about the
11 airport soot in Normandy Park or Des Moines.

12 And so I feel like King County gets one count on the
13 air-quality vote versus -- plus, you've got all the other
14 outgoing counties. So I think that we're not really being
15 treated fairly as far as the quality of our air, which is
16 decreasing and bad. And so I do want to know about a cancer
17 study, what cancer studies have they come up with.

18 Then the last thing that I have that concerns me is
19 nobody has taken into consideration the area of east-west
20 traffic crossing that is taken out of us that live in this
21 area to get to the freeways and get to Seattle because the
22 airport takes up -- I don't know how many miles long, but
23 188th is a zoo. There's only two entrances to I-5: one at
24 the north end and one at the south end. So there should be
25 freeways built for us to get access to the freeways and to

N 4-1 / N 4-3

S 6-5

56-10
1 509 and to I-5 instead of waiting for ten traffic lights to
2 cross, and that is not even a thought in their mind.

3 So anyhow, I would like to have those questions
4 answered, if somebody could address some of those.

5 HEARING OFFICER PHILIPSEN: And I don't know
6 what the process is in terms of whether you will actually
7 get an answer. But there is a systematic process for
8 noting, you know, those questions.

9 MS. GRIFFEE: I appreciate it.

10 HEARING OFFICER PHILIPSEN: And that's all I
11 can tell you.

12 MS. GRIFFEE: Thank you. I really appreciate
13 it, because I feel like you write -- and, you know, I've
14 been a teacher a million years. I have to read everything,
15 even my email. But I really appreciate it. I took a lot of
16 time to think of everything.

17 HEARING OFFICER PHILIPSEN: It's obvious that
18 you have. And you had a lot of very detailed and important
19 comments.

20 MS. GRIFFEE: I missed a big fact. Can I
21 reapply?

22 HEARING OFFICER PHILIPSEN: Yes. Yes. You can
23 reapply. I'll give you one minute.

24 MS. GRIFFEE: Then the other thing is if
25 they're telling us they're not going to build new runways,

1 which is what we are being told at this time, I think that
2 the cargo planes need to leave the area. I mean, they
3 really need to use the facilities, which they're building
4 and ramping up for, and it is international big time, that
5 the cargo planes need to go somewhere else for safety of
6 passengers and safety on the ground. I mean, if they're
7 sending planes over my way because it's a safety issue from
8 FAA, well, then get all the cargo planes out, put them in a
9 different location, and proceed with the airport. I mean,
10 things are growing. They will grow. But the cargo planes
11 are also growing. You go to Alaska, and where are they
12 going to have the space to park them all?

13 So that's a big consideration, I think, is -- that was
14 a big one.

15 HEARING OFFICER PHILIPSEN: Well, good. I
16 think it's good you added that. Thank you.

17 Now it is time for you to give your oral comments. You
18 have three minutes, and I'll be keeping time.

19 MR. EDMISTON: Now, can I ask you a question,
20 before we start the comments, about your instructions?

21 HEARING OFFICER PHILIPSEN: Yes.

22 MR. EDMISTON: Are these exclusive processes?
23 Can I give oral testimony and also submit written comments?

24 HEARING OFFICER PHILIPSEN: Yeah. They're not
25 exclusive.

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

Comments must be received by September 28, 2018.

N6-1
N4-1
S2-1
N3-7

The Seatac airport has taken away our ability to sit on our decks or even have dinner inside with a window open. They've done this by pursuing the goal of making Seatac the West Coast's gateway of choice to Asia. This is the goal of Port, and it has been realized at the expense of my neighborhood, my property values, my quality of life, and most importantly, my health. It took 15 years to build Denver once decided. We cannot wait 15 years to DECIDE we need a new airport and then have another 15 years to build. This SAMP is effectively building another entire airport, why must we put it on top of the only airport in the northwest that already has 1100+ flights per day? Doing this with no mitigations is incredibly unjust and downright despicable to the people who live under the existing flight paths

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Chris Hall
Address: 823 S. Marine Hills Way
Federal Way 98003

COMMENT FORM

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N2-1

N3-1

N3-17

N4-1

I have lived in my home for 50 yrs. In that time I have seen many changes. Environmental issues have become a major concern and deal with the air where the airport makes many changes or several years ago many houses were built to help the air being good. The quality of air was down and down. The noise was so loud from the planes - sometimes it is deafening. I do hope that the people who know will find a solution to all the problems that we have here.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Rose H. Smith
Address: 31200 - 3rd Ave S
Bellevue, WA
98148

N10-37

From: Quiet Skies
To: [SAMP Public Comments; earl@harperstudios.com](mailto:earl@harperstudios.com)
Subject: Re: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Wednesday, September 19, 2018 7:14:22 PM

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Earl Harper of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Earl Harper be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

From: JC Harris
To: SAMP Public Comments
Subject: Public Comment on SAMP (Part 2 of 2)
Date: Friday, September 28, 2018 7:44:40 PM

SAMP Public Comments #2

JC Harris
PO Box 13094 Des Moines, WA 98198

- S2-1
1. Going back as far as fifty years, the Port of Seattle has spared no effort to prevent the siting of a second regional airport that could take on a significant portion of the region's passenger and cargo needs. Having a second airport would do wonders to improve the quality of life for residents of the airport communities both in terms of physical and mental health.
- S11-19
2. The last full EIS and Impact Statements (1997) prescribed a community-based system that would regularly meet with all stake-holders to report on evolving impacts to the communities and provide adjustments as needed to airport operations. None of this was ever implemented. Before any further expansion is allowed, the Port Of Seattle and the airlines should agree to such a system with penalties for non-compliance.
- N10-10
3. Because of a history of broken promises by the Port Of Seattle, the airport communities have absolutely no trust in any agreements made by the Port Of Seattle. Therefore any further expansion should be predicated on the establishment of an adequately sized fund paid into by the Port Of Seattle but kept in third-party escrow and payable to the airport communities in case of the Port breaching its promises in any way.

From: JC Harris
To: SAMP Public Comments
Subject: Public Comment on SAMP
Date: Friday, September 28, 2018 4:24:38 PM

SAMP Public Comments

JC Harris
PO Box 13094 Des Moines, WA 98198

- 511-3 1. The biggest environmental deficiency I see at Sea-Tac Airport is the lack of a current baseline of noise and pollution. No comprehensive studies have been published since the last EIS in 1997. There are several studies now being undertaken and these will not be complete until *at least* 2020. We must have these results in hand -before- any- further expansion is begun otherwise we will have no way of evaluating the impacts of said expansion(s).
- 53-2 2. After that, we must address the fact that Sea-Tac Airport lacks any comprehensive and ongoing pollution monitoring. The airport should install a system of monitors which can provide regular reports on all major contaminants, including UFPs and heavy metals. A primary feature of this system should be the ability to tease out compounds from jet fuel exhaust vs. gasoline and diesel. The monitors should be installed in sufficient quantities so as to have a range of at least six miles in radius from the control tower. The reporting from this data should be made publicly available every month and in a format that is easy for the public to understand.
- 55-1 3. The primary air routes from both runway #1 and runway #2 fly directly over at least half a dozen primary and secondary schools in Des Moines. Studies should be undertaken to assess the special effects that airplane noise and exhaust has on children's health and development--both physical and mental. No further expansion should be undertaken until these effects have been evaluated.
- N3-14 4. The airport should install a new set of noise monitors in quantities sufficient to cover a radius of six miles from the control tower with no gaps in coverage. Special emphasis should be given to placing monitors along the current flight paths, but enough monitors should be installed so that the -entire- region is being adequately measured. The reporting from this data should be made publicly available every month and in a format that is easy for the public to understand.
- 54-4 5. The airport's noise monitoring reports should also be updated. The current reporting uses the outdated 'DNL 65' model which does not indicate anything approaching the real-world effects of noise on people in the airport communities.
- 512-3 6. A large part of the Port's expansion includes an increase in carrying cargo—both as 'belly cargo' of passenger flights -and- on dedicated cargo flights. These increases will occur in conjunction with a major highway development (the 509 expansion). The synergy of both the airport expansion and the roadway expansion will create increases in noise and pollution that go far beyond any simple sum. In fact, the increases of noise

and pollution will likely increase in a fairly steep curve. A study should be undertaken to assess these impacts before any further expansion of the airport can occur.

S11-18

7. As the airport has expanded, the region has suffered from significant increases in a variety of sociological ills, including but not limited to:
- a. Property values which lag far behind comparable cities outside the airport area
 - b. Increases in crime, both property and violent which are greater than comparable cities outside the airport area
 - c. Personal incomes which lag behind comparable cities outside the airport area
 - d. Increases in need for government assistance, especially for children which are far greater than comparable cities outside the airport area

A study of each of these effects should be undertaken to establish a baseline of the airport's contribution to these problems and then regular reporting should be undertaken to monitor the ongoing effects of expansion. No further expansion of the airport should be undertaken until this baseline is established –and- the monitoring system(s) are in place.

S9-1

8. The area's stocks of flora and fauna (particularly salmon and raptors) have been decimated. The area creeks, which used to provide significant sources of salmon are now barren of fish for all practical purposes. Poverty Bay, which used to provide great fishing is now far less fecund and all shellfish are hazardous. A great amount of the damage to this eco-system is directly attributable to the airport. Reports of damage coming from run-off from the airport has been documented going back to at least the 1970's and was never properly mitigated. Before any further expansion be allowed, a study should be undertaken to establish a baseline assessment of the effects of the airport (both the ground facilities –and- the airplanes) on Poverty Bay and the area's wild-land.

S10-2/S10-3

9. This expansion will increase the security risk for residents. The recent theft of an airplane by an employee shows just how porous the airport security can be. There are numerous areas of wild-land surrounding the airport which are not adequately monitored. Also, the amount of fuel and other toxic chemical being stored near the airfield will significantly increase. A comprehensive study of the airport's security should be undertaken before any further expansion be allowed to occur. This study should include (but not be limited to) the perimeter, the fuel storage facilities and all properties (such as rental car lots) which are prone to property crime which may effect neighbours.

S11-21

10. Last but certainly not least, the Cities (and the general public) should have a 'right of refusal' should the results of –any- of the above studies be such that the impacts cannot be adequately mitigated. Our experience with the last major EIS (1997) is that the Port will simply build what it wants, when it wants, regardless of any results of any EIS. The simple fact is that the Port adopted –none- of the recommendations of the 1996-1997 EIS and Impact Studies and only provided the most meager of mitigations that were required by law or that they were compelled to provide after protracted legal action. Some mechanism must be provided to hold the Port to account if they attempt to further increase operations.



COMMENT FORM

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N3-3

We are very much concerned about the amount of airplanes over our home at Wesley Des Moines

However, we know the airport existed before we ever built our home.

What do we do?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print): Jane Hart
Name:

Address: 816 S 216th
Des Moines 98948

Harvey



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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S8-2

• Studies of negative impacts for property values & sale of homes.

S4-3

• Studies of negative impacts for harm to our hearing and quality of life w/ existing + future noise from airplanes

S4-3

• studies from additional traffic and airport becomes larger w/ more flights

S10-1

• Impact of law enforcement as more people travel to and from airport.

N3-3

• We can't hear each other when we are outside even just a few feet from each other

N3-6

• early morning (2 AM) flights are waking us up and needs to stop.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Deborah Harvey
Address: 32910 4th Ave S W.
Federal WA 9 WA 98023



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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N3-2
N3-5
N3-5
N6-1

1. Please strongly consider alternate flight paths to spare the load and impact on current residents' real estate values.

2. Has a study been done to understand the economic impact on the south sound?

3. Will flights be limited to certain times (like not after 10pm) if flying over residential areas?

4. How will home owners be compensated for loss of real estate value due to noise and air pollution?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Felis Hernandez
Address: 2901 7th Ave S
Tederal Way, WA 98108

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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S3-4

Approval of NEPA or SEPA without the final report on ultra fine particle study is immoral.

E4-N

How much money are you planning to set aside for the continued increase in cancer, respiratory & other related illnesses that ~~is~~ are caused by the jet emissions - this has been proven to be true.

S2-7
S2-6

Bullet Train Technology & the Hyperloop are jet alternatives for transportation that ought to be studied. also, why are State Reps not

S10-26

included at the START meetings??

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Blanche Hill
Address: 18806 8th Ave SW
Notmanly Park
98166

1 what's happening now has just been astronomical. But I do
2 think the environment is the most important thing. Social
3 is important to me too because I can't talk on the phone to
4 people, I can't listen to my TV, I can't have parties on my
5 deck because you can't hear anything.

6 That's probably the extent of my rant.

7 HEARING OFFICER PHILIPSEN: Thank you.

8 MS. ANDERSON: Anyway, I'm really worried about
9 health, mental and physical health. And thank you for
10 listening and writing that down, and I think I'll probably
11 submit a written comment as well when I have more time to
12 think it through and edit it.

13 HEARING OFFICER PHILIPSEN: We will begin with
14 Dana Hollaway, and then State Senator Mark Miloscia, 30th
15 District. Okay? And I'll time you.

16 MS. HOLLAWAY: Okay. Do I have to identify
17 myself first?

18 HEARING OFFICER PHILIPSEN: Please do so.

19 MS. HOLLAWAY: My name is Dana Hollaway. I'm
20 from Federal Way. Before the SAMP approval and
21 implementation, the impact on human health and environment
22 must be analyzed under applicable EPA, federal and state
23 laws. Testing analysis and published results must be done
24 prior to any increase in flight operations or of airport
25 expansion. Testing for the toxic chemical thorium -- and

5-55

1 I'll spell that, T H O R I U M -- must be included in the
2 testing. Thorium is an indisputable tracer of airport
3 emissions, unique to airplanes versus diesel engines.

4 The Council on Environmental Quality, acronym is CEQ,
5 Regulation Section 1508.27 refers to major federal actions
6 significantly affecting the quality of environment of human
7 environment. The regulation says that both short-term and
8 long-term impacts must be considered. In other words,
9 impacts must be considered in the context of time. Quote,
10 intensity, unquote, is a severity of a potential impact
11 considered in context.

12 The regulation directs agencies to consider adverse
13 impacts, impacts to human health and safety. Therefore --
14 oh, excuse me, there are health and environmental impact
15 studies underway, such as but not limited to, the University
16 of Washington Ultrafine Particulate Study Phase 1, I believe
17 there's going to be a Phase 2; the Washington State budget
18 proviso, Sea-Tac Airport impact study being managed by the
19 Department of Commerce.

20 Results of these studies and any other recent studies
21 need to be included in the Port of Seattle SEPA and the FAA
22 NEPA process.

23 Thank you.

24 HEARING OFFICER PHILIPSEN: Thank you.

25 And now we have -- are you a senator?

From: Dana Hollaway
To: [SAMP Public Comments](#)
Cc: [Quiet Skies Puget Sound](#)
Subject: SAMP Public Comment on Scoping
Date: Friday, September 28, 2018 4:18:07 PM
Attachments: [SAMP Scoping Comments from Dana Hollaway \(Email\).docx](#)

Dear Mr. Rybolt:

Enclosed are my public comments (in a 9 page document), regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review which I have submitted within the September 28, 2018 deadline.

Respectfully,
Dana Hollaway



September 28, 2018

SAMP Scoping Comments from Dana Hollaway

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P. O. Box 68727
Seattle, WA 98168
Email: SAMP@portseattle.org

Dear Mr. Rybolt:

The following needs to be included in the NEPA and SEPA process for Environmental Assessment (EA) and Environmental Impact Statement (EIS) Scoping for the Port of Seattle's Proposed Seattle-Tacoma International Airport, Sustainable Airport Master Plan (SAMP).

1. The proposed SAMP must be rejected in its entirety.

The Port of Seattle, Sea-Tac airport and the Airlines have not addressed the existing and past increased rate of growth and expansion and it is unconscionable to go forward with SAMP's increased flights and expansion plans until the existing impacts to human health and environment has been fully studied and addressed.

The Port of Seattle and FAA have not taken action to correct, mitigate or stop the existing/current excessive airplane noise (attributed to altitude, flight corridor and glide path angle percent) and the frequency of air operation (arrivals & departure overflights) resulting in increased airplane noise and toxic pollution on local communities

- Flight operations have increased to 97,000 in the past 4 years, that's 1,140 flight operations per day, 416,000 annually without an EIS.
- The last EIS study was done in 1997.
- The 1997 EIS study recommended \$148.1 Million mitigation (\$232 Million in 2018 dollars) to Federal Way, but was done.
- Third runway north flow landings have increased 6x from 2008.
- Flight operations at Sea-Tac airport has increased from 309,597 in 2012 to 416,136 in 2017.
- Neighborhoods and communities are already beyond "reasonable" level of noise and health impacts.

1-115

SB-2

- Loss in property values are much lower than property located away from Sea-Tac airport.

S11-32

2. Must adhere to the **National Environmental Policy Act Sec. 101 [42 USC § 4331]** which states

- a. In order to carry out the policy set forth in this Act, it is the continuing responsibility of the Federal Government to use all practicable means, consistent with other essential considerations of national policy, to improve and coordinate Federal plans, functions, programs, and resources to the end that the Nation may-
 - i. Assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings.
 - ii. Attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences;
- b. The Congress recognizes that each person should enjoy a healthful environment and that each person has a responsibility to contribute to the preservation and enhancement of the environment.

S11-B

3. The Port of Seattle and the FAA must describe and analyze a “no action alternatives” for all proposed Near-Term Project improvements in the Sustainable Airport Master Plan. “No action alternatives” is valid when the proposed project would increase impacts on human health and safety.

S11-2

4. Port of Seattle’s Long-Term Vision projects must be included in the SEPA/NEPA review, excluding Long-Term projects would not allow for a true evaluation for the proposed project over time, context, intensity and significance.

- a. Significance cannot be avoided by terming an action temporary or by breaking it down into small component parts [Citizens Guide to NEPA Dec 2007, Section 1508.27 Significantly.]
- b. The Port of Seattle and the FAA must describe and analyze a “no action alternative” for all Long-Term Vision projects improvements in the Sustainable Airport Master Plan. “No action alternatives” is a valid when the proposed project would increase impacts on human health and safety.

SU-1/S11-26
NS

5. Port of Seattle has not done an EIS since 1997. The proposed Sustainable Airport Master Plan SEPA/NEPA must include all changes to Sea-Tac airport since the last SEPA/NEPA was done to capture, review and evaluate the "cumulative impact" from that baseline date which are "collectively significant". Changes such as but not limited to hardscape, gates, runways, taxiways, increased flight operations and frequency, increased air cargo, increased international flights, increased passenger flights, increased traffic, increased crime, lower home values, etc. These items have not been adequately covered in prior environmental reviews.

6. Per the Citizens Guide to NEPA Dec 2007, Section 1508.27 Significantly.

- Significance exists if it is reasonable to anticipate a cumulatively significant impact on the environment.
- Significance cannot be avoided by terming an action temporary or by breaking it down into small component parts. Per the Citizens Guide to NEPA Dec 2007, Section 1508.27 Significantly and NEPA Assessment Significance 40 CFR 1508.27

Section 1508.27 Significantly.

"Significantly" as used in NEPA requires considerations of both context and intensity.

The regulations also say that both short-term and long-term impacts must be considered – in other words, impacts must also be considered in the context of time.

"Context" means the geographic, social, and environmental contexts within which the project may have effects. The regulations refer to:

- The affected region such as Puget Sound or South Puget Sound
- Affected interests, such as those of a community, Indian tribe, or other group as such South Sound cities.
- The immediate locality

"Intensity" is the severity of the potential impact considered in context. The regulations direct agencies to consider:

- Both beneficial and adverse impacts
- Impacts on human health and safety

S11-33 / SU-34
7. The Port of Seattle should not be the **lead agency**, and the FAA should not be **joint lead agency** with the Port of Seattle for this SEPA/NEPA review. The Port of Seattle should not have the primary responsibility for preparing the environmental impact statement on their own proposed Sustainable Airport Master Plan, it is a **conflict of interest**. The “lead agency” role can and should be turned over to another agency that can be impartial such as the Department of Transportation. The Port of Seattle has proven historically it cannot “objectively evaluate” the environmental process that determines whether or not the Port of Seattle and Sea-Tac airport can proceed with proposed projects which they have initiated.

S11-1
8. The cumulative flight operations from 2012 to 2018 must be included in the baseline for the SAMP including the increased use of the third runway (runway 16R/34L).

N10-42
9. The Port of Seattle has stated it cannot implement a night-time curfew as “it does not have the authority to limit operational access to the airport. FAA regulations prohibit airports from imposing restrictions on flight operations at federally funded public facilities such as Sea-Tac”. Knowing that local city officials, StART members, and the members of the public have requested implementing a night-time curfew to the Port of Seattle multiple times, why does the proposed SAMP include receiving federal funding?

N10-15
10. Missed approaches/Go-Arounds.
Port of Seattle, FAA and Sea-Tac airport must implement a process to track and evaluate the reasons for all missed approaches/go-arounds and make those reports available to the public on the Port of Seattle website. The cumulative effect of current increased flight operations from 2012-2018 and SAMP increasing flight operations, will result in more missed approaches/go arounds.

S2-1
11. EIS must include the option for utilizing other airports (Paine Field, Moses Lake and other airports) to accommodate future passenger and air cargo growth in the Puget Sound region.

S5-1
12. NOISE: Perform a comprehensive risk analysis of the cumulative effect of noise and noise pollution on the communities around SeaTac airport, and specifically for the cities of Federal Way, Des Moines, Burien, Normandy Park, Tukwila and

SeaTac. The SAMP baseline must include the cumulative flight operations from 2012 to 2018 including the increased use of the third runway (runway 16R/34L).

The analysis must include

- Frequency of flight operations
- The separation between other aircraft. When the distance between aircraft is reduced there becomes a point where there is no separation of noise between one airplane to the next resulting in constant noise impact without relief.
- Time of day
- Measure individual airplane noise using decibels (dB) levels. Do not use DNL which averages noise data collected over a one year time span. Humans hear individual sound occurrences not averages. Averaging the noise data results in a lower noise data point than individual noise data points. Decibels levels is the standard for measuring noise and this should be used in regards to aircraft noise.

S5-1

S4-4

13. Alternative Solutions to mitigate noise resulting from Sea-Tac Airport and aircraft

- Reject the entire SAMP proposal because the Port of Seattle, FAA, SeaTac Airport and Airlines have failed to address current and past noise and emission pollution from the increases already by the Port of Seattle to flight operations which was done without an EIS.
- Implement a curfew on all night time flight operations between 11:00 PM and 7:00 AM.
- Implement a minimum arrival glide slope of 3% - 3.2%. Discontinue the 2:75% arrival glide slope.
- Extend the zone for locations allowed to receive noise mitigation packages. Communities that have been outside of the identified area are being impacted by the changes the Port of Seattle and FAA have implemented; the City of Federal Way is one example. All schools, residences, businesses, etc., who originally received mitigation soundproofing should have the right to have it redone. The original soundproofing mitigation work was poorly done (inferior products used and poor quality of installation) and has failed, no longer providing the intended protection. Soundproofing technology has improved. The overflight operation frequency has greatly increased since this mitigation resulting in more airplane flight operations and more noise.
- Roll back the flight operations and patterns to year 2014 to the time when communities and people could live amiable with the airport as a neighbor.

N3-15 N3-5 S12-32

N3-17

N3-5

N3-28

- Require mandatory noise retrofitting of aircraft to reduce noise created by aircraft utilizing SeaTac airport.

S3-4/55-1

4. AIR QUALITY: Perform a comprehensive risk analysis for all known chemicals, toxic metals, carcinogens and other known toxins in the communities around the airport and under the current flight paths. The study area must extend beyond the historical geographic area that has been used to exclude communities from studies and mitigation because of the change in flight paths, examples of such communities are City of Federal Way, Vashon and Maury Islands.

5. FUEL FARM & PIPELINE: The SAMP project adds four fuel settling tanks, additional piping, expansion of the spill containment dike, adds four above ground storage tanks and increases the pipeline fuel throughput to satisfy the increased fuel consumption necessary for the increased flight operations, increasing the possibility of explosion and jet fuel.

There is increased risk of explosion and/or accidental release of fuel (spills) via the pipeline, above ground storage tanks, settling tanks and containment dikes affecting the environment and public health to toxic and hazardous materials contained in the fuel.

I was told at the City of Federal Way SAMP Scoping meeting that the existing safety plan worst case scenario was for the leak/failure and containment of the largest (single) tank.

S10-2/S10-3

- a. The safety plan must be revised to include more than a single tank failure.
- b. If the fuel farm is to be expanded then it must be able to contain failures from multiple tanks.
- c. The existing pipelines need to have a safety inspection prior to any increase in fuel throughput requirement based on increased fuel requirements of SAMP.
- d. Provide all documentation of inspections and incidents from all pipelines supplying fuel to Sea-Tac airport over the last 20 years.
- e. The existing pipelines and the additional piping must have a certified preventative maintenance safety inspection scheduled and performed annually at a minimum due to the increased risk posed to this city environment.
- f. The fuel storage tanks are above ground and in plain view from the road which makes them easy targets for terrorists using weapons fired at or planted in the fuel farm.
- g. Port of Seattle and SeaTac Airport must implement

SID-2/SID-3

- i. Enhance the security in and around the fuel farm, including limiting access to the fuel farm.
- ii. Preventative procedures to prevent the intentional damage to the fuel farm such as by terrorist actions.
- iii. Preventative and containment procedures for damaged caused by earthquakes which are expected in the Puget Sound region.
- iv. Add walls &/or visual barriers to block the street view of the fuel tanks/fuel farm.

16. Socio-economic, Environmental Justice, and Children's Environmental Health and Safety Risks

SB-1/SB-3

- a. Communities located South of Sea-Tac Airport have large minority and low-income populations and are disproportionately impacted by airplane noise and emission pollutants than other King County and Puget Sound communities as such the agencies of the Port of Seattle and FAA are required to adhere to the following during the environmental review:
 - i. "Using the NEPA process, agencies are required to determine if their proposed actions have significant environmental effects and to consider the environmental and related social and economic effects of their proposed actions. "
 - ii. Executive Order 12898, Environmental Justice for Low Income & Minority Populations, 1994. This Executive Order directs federal agencies to make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high adverse human health or environmental effects of its activities on minority and low-income populations.
 - iii. The Environmental Protection Agency (EPA) must be included in the NEPA review process and evaluate per Executive Order 12898 on Environmental Justice.
 - iv. Environmental Protection Agency's (EPA) Office of Federal Activities reviews environmental impact statements (EIS) and some environmental assessments (EA) issued by Federal agencies.
- b. Environmental health risks to humans, plants, soil, air, animals and marine life must be included in SAMP, including but not limited to noise, emission pollution, toxic metals and chemicals especially those unique to jet aircraft.
 - i. The EA & EIS needs to Assay for toxic metals and chemicals in air, soil, plants and humans the testing must be done in all the communities under Sea-Tac airport flight paths/overflight areas including but limited to the entire geographic area of the City of Federal Way, Vashon Island, Maury Island, Beacon Hill in Seattle, etc. that historically have been excluded because of the arbitrary mileage limitation.

SS-1

S5-1
S5-2
S5-1
S11-3
S5-1
S5-1

- ii. Testing must include the following 19 toxic metals: aluminum, antimony, barium, beryllium, cadmium, cesium, copper, gadolinium, lead, manganese, magnesium, molybdenum, nickel, silver, thorium, tin, zinc, ytterbium, yttrium.
- iii. Testing to include toxic metals specifically attributed to airplanes and jet engines. "Thorium" is the signature of the jets engines.
- iv. Human testing must include In Vivo (urine, blood, hair) assay for metals and toxic chemicals.

c. What does global science say about human and environment health risks related to aircraft and airport releases or potential releases affecting public health, such as toxic or hazardous materials?

d. What are the known and potential human health and environmental risks and what is the plan to eliminate them? If the risks cannot be eliminated or reduced to a safe and healthy level, that is just cause to stop further expansion at Sea-Tac airport and reject the SAMP.

- e. There are health and environment impact studies underway (such as but not limited to):
- i. University of Washington Ultrafine Particulate Study (phase 1) and there may be a phase 2 of the study.
 - ii. Washington State Budget Proviso - Sea-Tac Airport Impact Study being managed by the Dept. of Commerce.
 - iii. What other health and mitigation studies are underway?

The results of these studies and any other recent U. S. studies need to be included in the Port of Seattle SEPA and the FAA NEPA process.

f. Request a "Cumulative Health Impact Analysis" be conducted by Huxley College of the Environment - Western Washington University and University of Washington team to help us better understand the stressors of cumulative noise and emissions in relationship to our high, adverse and disproportionate level of negative health outcomes communities living in the proximity of the airport are experiencing.

- g. Before SAMP approval and implementation:
- i. Its impact on human health and environment must be analyzed under applicable federal and state laws.
 - ii. Testing and evaluation of the results must be published and the information shared with the public prior to any increase in operations or expansion.
 - iii. A complete and meaningful mitigation of noise and health impacts must to identified and implemented.

17. TRANSPORTATION:

56-8 / 56-3

- a. Increased Air Cargo will increase semi-truck and delivery truck traffic trips to/from the airport to move the cargo adding to the already high traffic congestion and gridlock on local streets, SR-509, I-5. SEPA/NEPA must include full and detailed transportation trip plan and evaluation.
- b. Increased passengers will increase vehicle, bus and shuttle traffic trips to/from the airport adding to the already high traffic congestion and gridlock on local streets, SR-509, I-5. SEPA/NEPA must include full and detailed transportation trip plan and evaluation.

Respectfully,

Dana Hollaway
2020 SW 304th St
Federal Way WA 98023



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

Comments must be received by September 28, 2018.

NB-1

AIRPLANE NOISE HAS INCREASED BY 50% OVER OUR HOUSE - SLEEP IS IMPORTANT TO EVERYONE BUT ESPECIALLY THOSE W/ DISABILITIES - LIKE ME! EVEN W/ THE WINDOWS CLOSED FAN ON + EAR PLUGS THEY WAKE ME UP + DISTURB MY SLEEP! VERY FRUSTRATING!

NB-2

PLEASE VARY THE FLIGHT PATH - SOMEHOW!

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: ANDREW ISE
Address: 3416 S. 252ND PL
KENT WA
98032



**The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS AND RELATED SCOPING REQUESTS**

Welcome to the SAMP scoping meeting! We're providing a list of sample questions – questions we certainly have for the Port of Seattle. Ask the Port personnel these, or any questions you want. We also want to make sure YOUR voice is heard. If you want the subject matter of any of *these* questions included in the scope of the environmental review, for each question we've added a related sample "scoping request." Just initial any request you want, sign at the bottom, and find QSPS volunteers will collect and provide them as a matter of public record to the Port.

QUESTION	COMMENT	SCOPE REQUEST	INITIAL
Why No Study of What's Already Happened? How does Port intend to study the human health and environmental impacts of the 97,000 new flights already added in last four years?	Four-year increase raised annual overflight total from 316,000 to 413,000.	Please include a complete assessment of the human health and environmental impacts, including from noise and emissions, resulting from the additional 97,000 aircraft overflight operations growth from the last four years.	<i>P.f.</i>
Why No Study of Your Own Long-Term Plan? Why not study of the human health and environmental impacts of the Long-Term Vision anticipated to begin when capacity is reached in 2027?	SAMP Executive Summary; Port's own consultant says long term study is "key." But Port's will not be studying total growth plans for potential harms.	Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for the Port's post-SAMP Long Term Vision projects and Century Agenda growth plans.	<i>P.f.</i>
Adequate Geography? Will Port study unique human health and environmental impacts from aircraft noise and emissions, in all of the six south-end airport neighbor cities?	The Port has not committed to study all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac.	Please include a complete study of all of the human health and environmental impacts for all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac, resulting from aircraft overflights, from 2013-present; for the Near-Term Projects; and for Long Term Projects.	<i>P.f.</i>
Use Current Science? Will Port review all studies from around world relating to human health and environment impacts from aircraft noise and pollution?	Studies around the world now exist on harms and potential harms from aircraft noise and emissions.	Please include all studies (worldwide) from at least the last ten years, to the extent such studies explore, find, suggest, or hypothesize any association, correlation, causation, or other potential linkage between aircraft overflights and impacts on human health or the environment.	<i>P.f.</i>

Wait For Pending New Science? Why is Port proceeding without waiting for the results of the pending studies in the State of Washington directly relating to Sea-Tac Airport?	Regional studies underway, include ultra-fine particle study from UW and the airport mitigation study from Department of Commerce.	Please include a review and assessment of the results of critical Sea-Tac Airport studies now underway before proceeding with the environmental review for the SAMP.	P.f
Sensitive populations? Are you studying the unique impacts of aircraft noise on elderly citizens and children?	Studies have found risk of harm to elderly citizens and children from aircraft noise.	Please include a complete assessment of the unique human health impacts from noise on elderly citizens and children.	P.f
What About Overnight Flights? Will Port collect and assess global scientific studies relating to impacts from <i>overnight</i> flights noise?	Studies have concluded increased risk of human harm from overnight flight noise.	Please include a complete scientific study review and assessment of the unique human health impacts from noise from overnight flights.	P.f
Unique - Full Time 3rd Runway Use. How will Port separately assess the impacts of the full-time usage of the 3 rd Runway?	Despite historical statements, 3 rd Runway now full-time.	Please include a complete study of the unique human health and environmental impacts from the exponential increase in overflights over neighborhoods beneath and near the 3 rd Runway.	P.f
What if Your Projections Are Wrong? How are you accounting for the impact if your estimates of growth are too low?	SAMP Executive Summary inaccurate; est. 398,910 flights by 2019; we are at 413,000 now.	To determine the risks of error in Port projections, please include a study of the health and environmental impacts from increased aircraft operations that exceed estimated Near Term Operations.	P.f
Regional Airport Now? Are you studying the benefits of a regional airport?	The Port has refused to join calls for siting a regional airport now.	Please include a study of the benefits to human health and the environment in the six airport neighbor cities if growth is more fairly distributed throughout the entire region.	P.f

Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Patricia K. James Signature: *Patricia K. James*

Address: PO Box 421, Seahurst, WA 98062

E-mail: *pat.theswede@yahoo.com*

Submit form on your own/add comments at: SAMP@portseattle.org

I have lived in the Seahurst neighborhood for 70 years. The noise & pollution is out of control. I cannot imagine what it will be like in 5 years. Please study the possibility of using Paine Field as an international airport.

From: Stuart Jenner
To: [SAMP Public Comments](#)
Subject: comments on Port of Seattle Sustainable Airport Master Plan (SAMP)
Date: Friday, September 28, 2018 12:42:04 AM

Hello, I have some comments on the new plan.

S11-10

First, it is very hard to tell how this planning process is any different than previous planning processes. In previous processes, citizens have given lots of input. There tend to be promises of studies, promises of what the amount of air traffic will be, promises of what the impacts will be, then the reports get published, the flight levels turn out to be higher than forecast, and Nothing happens to deal with the increased flight activity. Were the forecasts sandbagged, to avoid reaching numbers or outcomes that would be problematic from someone's point of view? In a sense, these questions are water under the bridge. But with a name like "sustainable", I am somehow hoping this planning process will be different. That is my first comment and request.

S10-1/S12-2
2-215/1-215

Second, the word "sustainable" implies that something can be implemented long-term without adverse impacts. In other words, it doesn't contain the seeds of its own destruction. It implies that somehow there are no externalities within the entire system that are unaddressed. Is that the case? I was struck at the recent open house at Highline College by the lack of data. There were "placeholders", signs that seemed to be posted only because protocol called for them. But, talking with uninterested, ignorant, staff about areas they knew nothing about was a complete waste of time. So is this plan "sustainable"? It is impossible to know because the people who were staffing many of the blank placards were themselves blank.

S10-1
1-215

Third, let's have a reality check on the full range of externalities. In part, it is the air pollution, noise pollution and costs to the nearby communities of providing fire, police and other services to areas that don't pay property taxes to those entities. The lease-hold excise tax does not go to the local city, school, fire, or other entities. Instead a part goes to the state, and the rest to the county, with no apparent trickle-down. So, missing from any of the planning document is a list of the externalities, and plans for dealing with them.

S11-2
2-115

Fourth, I wonder what the real long-term agenda is for Seatac expansion. How many billion is this going to cost? The port employee told me there is no long term plan for Seatac, that long-term plan has to wait on the PSRC to finish up their work. But in a sense, by spending a lot of money on one location, we foreclose discussion of other locations. Maybe that's "sustainable" but is it prudent? Are we remodeling a house that simply is not cost-effective to add onto?

S11-1
1-115

Fifth, I talked with an employee about the Hush House. The employee informed me that SAMP is a "short-term plan" so the Hush House was not in the plan because "that will be in a long term plan." But, we've been hearing this for longer than today's high school seniors have been alive. The Hush House is always an expedient pawn, the type of mirage one finds in Death Valley. This mirage is always on the horizon, something people are earnestly studying, something that will have a positive impact, and something "we really want to find a place for." But when push comes to shove, or when there's an opportunity to earn money, that proposed Hush House disappears. It is supposedly discussed in Commission meetings, yet a search in the Port website turns up nothing. It is proposed

as a part of the Part 150 plans, and indeed the same consultants one sees in the room this time were the ones who in Part 150 were extolling how the Hush House could be built to reduce the impacts of engine run-ups. But, what happened? Is this so-called "sustainable" plan going to do any good at all at reducing noise? Or does it just enable more noisy cargo flights, more truck traffic, more night passenger flights? I think we know the intent is yes, yes and yes.

S11-10
S6-9

Sixth, I looked at the proposed airport vicinity layout. Seriously: how many acres are needed for Uber and Lyft cars that are waiting for passengers? What is the traffic impact on the north side of 518 from the various buildings? This is Ridiculous! My hunch is there's some hidden agenda, clear the land, get the permits, never mind that land was kept with trees to reduce the impacts of air pollution from the planes, just pave it over, find out there's no demand after all from Uber and Lyft, then use it for more warehouses. Or something. What is that something?

S11-10

Seventh, I wince when I see the projects related to the third runway. I guess they are completely giving up the fiction that the third runway was only to be used in 'bad weather' by adding taxiways, hardening surfaces and making other enhancements. It is quite "nice" (in a perverse use of the word) how these projects can be done in stages, thereby avoiding the full impact analysis needed if the projects are specified as a complete package.

S1-6

Eighth, one way of making a project sustainable would be to follow the lead of the Bullitt Center building on Capitol Hill. There's nothing in the plans that I can see though about creating living buildings, about having glass windows replaced by solar panels, or other techniques people have used. But I'm also not sure this is feasible. For example, I think all the air pollution would reduce the efficacy of solar panels. The noise pollution would likely shake the solar panels in the same way the noise shook the windows of the supposedly noise mitigated houses and prevent them from operating very well.

S1-7

Ninth, I drove by the site of the Doug Fox lot that supposedly can house an entire new terminal. Wow, does it look small. Have you ever seen those placeholder wood setups on house construction projects where people put up a few posts so people can estimate what the house will be like, and how it will impact views? I would suggest doing the same in this area to make sure things can actually fit.

S2-8

Tenth, I would like to suggest eliminating plans for LO6 and LO7. Incent employees to carpool, ride transit, or use other means than SOVs to get to the airport. Pay for buses, in the same way that some tech companies have their own bus service.

S11-10/S6-2
S11-10/S6-2

Eleventh, I would suggest that if you are going to put cargo lots in at CO2 and CO3, that you be realistic about the impact of what roadways are needed to cross 518. Really, though, I think all of the expansion north of 509 is a first step to the development of the fourth runway that would go east/west that Port employees mentioned several years ago, and had diagrams of in previous open houses.

To close, I wrote this without looking at the talking points prepared by the Quiet Skies Coalition. I do endorse their points, and some overlap with my points as well. So, please consider their input as well. I have copied and pasted them below.

Stuart Jenner
200 SW 178th Street
Normandy Park, WA 98166

QUESTION

COMMENT

SCOPE REQUEST

INITIAL

Why

No

Study of

What's Already

Happened

?

How does

Port

intend to study the

human

health

and

environmental impacts of

the

97,000

new

flights

already

added in last four

years?

Four

-

year increase

raised

annual

overflight total

from

316,000

to
413,000.
Please
include
a complete
assessment
of
the human
health
and environmental
impacts
, including
from
noise and
emissions,
result
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the additional
97,000
aircraft
overflight
operations
growth from the last four years

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Why
No Study
of
Your
Own
Long
-
Term
Plan
?
Why
not
study of

the
human
health
and
environmental impacts of
the
Long

-

Term
Vision
anticipated
to begin
when
capacity
is reached
in
2027?

SAMP Executive
Summary

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Port's
own consultant
says long term
study is "key."

But

Port's will not be
studying total
growth plans for
potential harms.

Please

include a complete
assessment
of the human
health

and environmental
impacts res

ulting from additional
aircraft overflight operations

for the
Port's
post

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SAMP
Long Term
Vision
projects
and Century Agenda growth
plans.

Adequate
Geography
?

Will

Port
study unique
human health and
environmental impacts
from
aircraft
noise and
emissions,
in all of the
six
south

-

end airport
neighbor cities?

The Port has
not
committed
to study
all of Des Moines,
Federal Way,
Burien, Tukwila,
Normandy Park,
and SeaTac.

Please include a

complete
study of all
of the human health
and
environmental
impacts
for
all
of
Des Moines, Federal
Way, Burien, Tukwila, Normandy Park,
and SeaTac

,
resulting from aircraft
overflights

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from 2013

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present; for the
Near

-
Term Projects; and for Long
Term Projects.

Use Current Science

?

Will Port review all
studies from around
wo
rld relating to human
health and environment
impacts from aircraft
noise and pollution?
Studies around the
world now exist on
harms and
potential harms
from aircraft noise
and emissions.

Please include all studies (worldwide) from at least the last ten years, to the extent such studies explore, find, suggest, or hypothesize any association, correlation, causation, or other potential linkage between aircraft overflights and impacts on human health or the environment.

Wait For Pending

New

Science

?

Why

is Port

proceeding without

waiting for

the results of

the pending

studies in

the State of Washington

directly relating to Sea

-

Tac Airport?

Regional

studies

underway, include

ultra

-

fine particle

study from UW and

the airport

mitigation study

from Department

of

Commerce.

Please include a review

and

assessment of
the results of critical
Sea

-

Tac Airport studies now underway
before proceeding with the
environmental review for the SAMP.

Sensitive populations?

Are you studying the
unique impacts of aircraft
noise

on elderly citizens
and children?

Studies have
found

risk of harm to
elderly
citizens
and

children from
aircraft noise.

Please include a complete
assessment

of the unique human health impacts
from noise on elderly citizens and
children.

What About

Overnight

Flights?

Will Port collect

and assess global
scientific studies relating
to impacts from
overnight

flights noise?

Studies have
concluded

increased risk of

human harm from
overnight flight
noise.

Please include a complete scientific
study review a
nd assessment of the
unique human health impacts from
noise from overnight flights.

Unique

-

Full Time 3

rd

Runway Use.

How will

Port separately assess
the impacts of the full

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time usage of the 3

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Runway?

Despite historical
statements, 3

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Runway now fu

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time.

Please include a complete study of the
unique human health and
environmental impacts from the
exponential increase in overflights over
neighborhoods beneath and near the

3

rd

Runway.

What if Your
Projections Are
Wrong?

How are you

accounting for
the impact
if your estimates of
growth are too low?

SAMP

Executive.

Summary
inaccurate;
est.

398,910 flights by
2019; we are at
413,000 now.

To determine the risks of error in Port
projections, please include a study of
the health and environmental impac
ts

from increased aircraft operations that
exceed estimated Near Term
Operations.

Regional Airport Now?

Are you studying the
benefits of a
regional
airport?

The Port has
refused to join calls
for siting a regional
airport now.

Please include a study
of the benefits
to human health and the environment
in the six airport neighbor cities if
growth is more fairly distributed
throughout the entire region



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

Comments must be received by September 28, 2018.

Enclosed sheet was from a letter sent to elected officials about a year ago when we became aware of expansion plans. A lot of the comments go beyond environmental issues, but we thought sending you an unedited version would give you a better picture of what many people in Des Moines, and probably those in ~~our~~ other surrounding communities, think about this expansion

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Jim & Paula Jobe
Address: 924 S. 245th PL
Des Moines, WA
98198

Sea-Tac Airport Expansion – Citizen Concerns

SH-3
N3-1/N5-2
As residents of Des Moines, WA, we are deeply concerned about the impact of the Port of Seattle's expansion plans for Seattle Tacoma International Airport (Sea-Tac). We have lived south of the airport in Des Moines for over 4 years; airport noise has been somewhat tolerable until now, but the planned expansion will significantly degrade the noise environment. We are already observing implementation of some of the planned changes, such as 1) more frequent landings & takeoffs, particularly noticeable at night because there used to be only occasional middle-of-the-night flight operations [between about 10pm and 6am], 2) larger aircraft landing on a 3rd runway that was supposed to be used only by smaller aircraft and in bad weather, and 3) two aircraft flying in tandem as they approach parallel runways.

S3-1
S2-3
Doubling international flights and tripling cargo flights as planned by the Port of Seattle in such a congested airport will increase the risk of accidents. The NextGen program may have a mitigating effect on the increased risk of accidents, but the significantly higher frequency of flight operations will impose a disproportionate environmental burden (e.g. significant increase of noise and toxic aircraft emissions) on the surrounding communities. In our opinion your planned expansion does not consider the citizens of the communities surrounding Sea-Tac. You have a responsibility, as an elected official, to consider the wellbeing of those citizens in your expansion plans. We urge you to scale back the insane growth plan (i.e. doubling and tripling of international and cargo flights) currently envisioned for Sea-Tac; and work with the cities surrounding Sea-Tac to seek balanced solutions that will allow progress without neglecting the concerns and wellbeing of those citizens.

We urge you to consider a slow phase-in approach for Sea-Tac expansion. Development of new aircraft technologies (e.g. biofuels, quieter engines) during this phase-in approach would allow future increases in aircraft traffic without imposing increased noise and pollution on surrounding cities. During this phase-in approach, consider offloading some of the increased aircraft traffic to regional airports (e.g. Boeing, Payne and Renton). Also consider developing capabilities at one of these regional airports to handle cargo aircraft on a permanent basis. The tripling of cargo flights could then be shared between Sea-Tac and the regional airport. This might also facilitate further air cargo growth in future years.

S2-1
An even better approach would be to adopt a statewide vision where the increase in air cargo traffic would be directed to another airport somewhere else in our State. Although this approach would impact the increase in economic benefit to Sea-Tac Airport, it would still have a significant economic growth benefit to the Port of Seattle since most of the incoming cargo would be shipped to Seattle. And it would also bring economic growth to other parts of the State. The Grant County International Airport at Moses Lake seems to be an excellent candidate; it has 1) runway capability for large cargo aircraft, 2) available commercial and warehouse facilities, 3) lots of land to build more facilities if required, and 4) easy access to I90 and several rail loading facilities to handle cargo shipments. The Port of Moses Lake, in welcoming the opportunity to expand, would no doubt be anxious to work with the Port of Seattle by making development of necessary facilities as economical as possible.



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

Comments must be received by September 28, 2018.

S2-1
N6-1
N3-6
S2-1
N3-1
N3-5
N10-2

We have been living under the airport for 40 years. The last few years have greatly effected our quality of life.

1. Cargo planes - especially middle of night! Need time at night to sleep. Allow cargo to go to Eastern WA - Moses Lake wants them.

2. Build another airport in Eastern WA (Chicago - Denver)

3. Two planes landing consecutively - addressed this

4. 3rd runway used all summer when promised us it would only be used in inclement weather - how can we trust what you now tell us!

5. Representation of Port Authority for those of

Submit comments to us living in South End.

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Paula Gabe
Address: 924 S. 245th Place
Des Moines, WA

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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N3-3
 N2-1
 S4-3
 S3-1
 N3-5
 S2-1

- Environmental impact is big concern (noise, pollution) — a bigger airport w/ more traffic will increase an already unsatisfactory noise & pollution environment. Sea Tac used to abide by a night restrictions for landing & takeoff (11:00 am to 5:30 am) those restrictions are not currently observed. It will get worse with ~~the~~ increased air traffic.
- You're always going to want a larger airport. Why not consider developing an offsite airport (Kees Lake, adjacent to ~~the~~ McChord) to handle at least cargo flights.

Submit comments to:

Mr. Steve Rybolt
 Port of Seattle
 Aviation Environment and Sustainability
 P.O. Box 68727
 Seattle, WA 98168
 SAMP@portseattle.org

FROM (Please Print):
 Name: Jim Jobe
 Address: 924 So. 245th PL
Des Moines, 98198

1 your three minutes or offer your spot in line to someone
2 else; four, if you need significantly more time than the
3 three minutes, please consider one of the other commenting
4 options: A, comment forms that you can complete now and
5 turn in or take home and submit via email; B, email
6 documents to samp@portseattle.org; C, submit comments
7 through the project website, which I can give you if you'd
8 like; D, note that all comments, no matter how they are
9 submitted, are treated equally. Most important is that all
10 comments must be postmarked by September 28, 2018.

11 And with that, I open the door with the comment portion
12 of the scoping meeting. And you are the first name on the
13 list. Could you just say your name?

14 MR. JOHNSON: Christopher Johnson.

15 HEARING OFFICER PHILIPSEN: Okay. Thank you.

16 You have three minutes, and I will time you.

17 MR. JOHNSON: So this is not a
18 question-and-answer? It's just the thought that I give to
19 you?

20 HEARING OFFICER PHILIPSEN: Yes. You can do
21 question-and-answer out there, yeah, but this is just for
22 you to give your considered thought.

23 MR. JOHNSON: I understand.

24 HEARING OFFICER PHILIPSEN: And you can do that
25 and come back, if you would prefer.

1 MR. JOHNSON: So I will do it here.

2 I am aware that the Chicago airport, ORD, has a rather
3 robust recycling and reuse plan for waste and other
4 materials that come into and out of the airport. I think
5 that that should be thoroughly researched and considered for
6 this expansion of Sea-Tac Airport.

7 Second thought is I am concerned that the security,
8 cyber security, of individuals using the airport has not
9 been adequately addressed in previous designs and should be
10 considered -- should be considered in this master plan.

11 And then my final thought is that we are -- we see a
12 constant development of the airport in response to
13 increasing annual passenger counts, but only in the form
14 of -- or, rather, mostly in the form of physical plant and
15 infrastructure development.

16 How has the master plan considered technological
17 investments that could also alleviate and mitigate increased
18 utilization at the airport?

19 That's it. That's all I got.

20 HEARING OFFICER PHILIPSEN: Your name, would
21 you say again?

22 MR. CARTER: Sidney Carter.

23 HEARING OFFICER PHILIPSEN: Thank you,
24 Mr. Carter. You have three minutes, and I'll time you.

25 MR. CARTER: Well, my comment will be just one,

COMMENT FORM

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Thank you for the opportunity to describe my concerns about SEATAC proposals. I am a long-term neighbor of the airport and knew there would be noise moving in. We have been growing more and more concerned as neighbors all around us are getting cancers of all kinds. I am worried for the health of my daughter. The noise has increased with the 3rd runway to an unbearable level. Lastly, as the mother of a pilot, more plane traffic means greater risks.

Submit comments to: Regional airports are needed.

NH-1
NS-2
NI-4
SI-1

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Jeri Tuberg
Address: 801 S. 248th
Des Moines, WA
98198

COMMENT FORM

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These are my main concerns about The Proposal to expand Seatac airport:

S5-1
S5
N6-1 N5-2
N6-1
N10-4 N6-2

1# - health studies need to be done.

Too many of my neighbors have cancers. My daughters are at risk!

2# - The noise level since the addition of the third runway is unacceptable.

3# - Property values near the flight path are low

4# - Tax money should not be going to the Port of Seattle.

5# - Increased flights mean increased danger

Submit comments to: to crew & passengers & those of us below.

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Dave Tuberg
Address: 801 S. 248th
Des Moines, WA
98198

From: Roger Kadeg
To: [SAMP Public Comments](#)
Cc: [City Council](#); [Joseph Scorcio](#); [Kylie Moore](#); [Steve Pilcher](#)
Subject: Comments To SAMP Scoping
Date: Friday, September 21, 2018 5:12:09 PM
Attachments: [Comments re SAMP Scoping.docx](#)
[Additional SAMP Scoping Comments.docx](#)

Gentlemen:

Attached for your consideration are comments on the Scoping for the EA/EIS for the Sustainable Airport Master Plan (SAMP). I previously provided a copy of my initial comments at the Open House at the SeaTac Community Center. I have attached a copy of these for reference, together with additional new comments .

Sincerely,

Roger Kadeg, M.S.; M.S.E. Managing Scientist, retired
15248 29th Ave. So.
SeaTac, WA. 98188-2008

09/18/2018

Mr. Steve Ryboit
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168

Subject: Comments: Sustainable Airport Master Plan – Scoping

Gentlemen:

I wish to submit comments to the Sustainable Airport Master Plan (SAMP) Scoping under NEPA/SEPA EA/EIS, and be considered a party of record. I serve as a citizen representative on the City of SeaTac Airport Advisory Committee, and have resided adjacent to the airport for over 60 years.

General Comments

1.) Tech Memo 08 Environmental Effects Overview notes that long range plans are not ripe for environmental assessment at this time. This statement implies that scoping will focus exclusively on the Near-Term projects as defined in the SAMP. This is problematic. The airport has grown from a smaller two strip prop plane facility of the mid 1950's to the major international airport it is today. The associated impacts of this expansion on the surrounding residents and communities are immeasurably significant. They range from the loss/filling of several bog lakes and habitat, removal of hundreds of residences for clear zones, loss of businesses, and construction of runway extensions and the third runway with related pollution and noise impacts (among many others), as well as new terminal buildings and cargo facilities. Yet, even with the advent of NEPA/SEPA, project impacts continue to be evaluated on an isolated, segmented basis. By failing to consider the aggregated environmental impacts of the numerous airport operations and associated numerous projects over reasonable time, the true consequences to the adjacent local community, and specifically the present day City of SeaTac have never been fully considered or assessed. Hence, impacts are undervalued or missed entirely, resulting in inadequate mitigation measures or inappropriate design considerations. It is a classic example of the old adage "Death by a Thousand Cuts". Given the existence of conceptual drawings and layouts/options for the so-called long range/term portions of the SAMP, there is sufficient detail to at least qualitatively consider possible impacts associated with their development, combined with the near plan proposals. At a minimum, their consideration could significantly modify proposed designs and/or associated mitigation measures. In summary, if it is sufficiently serious to be included in the master plan, the impacts should be considered.

2.) In relation to the above, the SAMP notes 30+ associated safety and other projects in addition to the construction of a new terminal facility with 19 gateways. However, there are additional

ongoing operational issues, as well as other proposed projects and projects still under construction, such as the new international facility. In essence, baseline conditions appear to be a continuum or moving target. A serious effort must be made to adequately define these conditions, and account for all present and ongoing projects and operations in the impact

assessments. The scoping document must adequately enumerate and define/describe each of the noted 30+ projects, and require assessment of their aggregate impacts. If they are not identified and/or adequately described, it will be impossible to know precisely what the EA/EIS covers, and if assessments are accurate. It is suggested that each project be covered in a separate subsection under each of the main categories (as described in the noted tech memo), together with a summary aggregate conclusion subsection. This consideration is very important, and differs to a major extent from assessments conducted at many other large airports (e.g. Denver).

There is minimal room for expansion at the present location; it has been characterized as "trying to write a thesis on a postage stamp". The geographic/land constraints here force all projects and operations to interact; which in turn results in the interactions of associated impacts. This is further complicated by the adjacent surrounding commercial and residential community. These interactions and constraints must be factored into the scope of the EA/EIS components.

3.) Data Collection and Generation: While not a specific NEPA/SEPA category, the validity of the EA/EIS is completely dependent upon the data input into the assessments. A separate effort should be included in the initial phase to identify critical data gaps in each of the categories, and where necessary generate new data/information such that meaningful assessments can be made. Some examples are described in the specific comments section below. Much information, and misinformation, has been discussed by various advocacy groups regarding recent airport impacts. It is far past time for compilation and presentation of all supporting data and information.

Conflicting data sets must be evaluated and reconciled for the EA/EIS to have any credibility.

4.) Risk Assessments: Again, not a specific NEPA/SEPA category, but a critical required component to conduct a meaningful EA/EIS across several categories including but not limited to Air Quality, Biological Resources (including Earth, and Water), Hazardous Materials and Pollution Prevention, Noise, and Quality of Life. It does not appear that either a comprehensive Human Health or Ecological Risk assessment has been recently completed to address the present airport operations or projects, let alone potential conditions associated with proposals identified in the SAMP. Without such information, it will be impossible to adequately address some of the key concerns expressed by the surrounding communities. Some examples are noted in the specific comments section below.

Specific Comments

5.) The port is a financial participant in ongoing research conducted by the University of Washington re: jet engine emissions; specifically nanoparticulates. Based on this group's recently published research from LAX, as well as studies conducted in Europe, it appears these emissions are significant and have significant associated impacts. Ongoing human health

epidemiological studies suggest this class of particulates presents serious potential for adverse health impacts, including various lung disorders and possibly cancer. This specific health issue absolutely must be addressed in the EA/EIS. A discussion/evaluation of the classic particulates (e.g. diesel size range) does not account for the nanoparticulates, and effectively misses the most important pollution concern. As noted above, a probabilistic human health risk assessment is required to identify the exposure pathways (including direct ingestion and uptake from plant/garden ingestion) as well as dermal contact, estimate exposures, and determine baseline (existing) risks and incremental changes (increases) associated with the projects proposed/identified in the SAMP. A similar ecological risk assessment is also necessary to address the potential impacts to the surrounding flora and fauna, including pets, song birds and fish (e.g. salmonid species). At a minimum, the new data from the UW team must be incorporated into the assessments. Presently, there are conflicting summary data surrounding overall health impacts from the airport, including elevated cancer and lung diseases. All the extant data sets need to be identified, compiled, and then evaluated, and integrated into the risk assessments. To the extent possible, conflicts in the data need to be resolved to create a valid working set of data/information.

6.) The risk assessments above also must incorporate other exposures, not commonly considered under usual evaluations. For example, under noise, what are the cumulative health risks associated with sleep interruption/deprivation from the late night early morning low level overflights associated primarily with the air cargo flights (e.g. the infamous 3:00 a.m. "China" flight).

7.) During certain meteorological conditions (quiescent air or inversions) one can not only smell but also taste the air wafting from the airport property. I have personally observed this in my own back yard, to such a level that I had to return inside. This is not all associated with aircraft, but also includes ground operations and transport issues, and vehicle traffic. Emissions associated with tire skid (burnt rubber smell) from landing aircraft are also detected. The aggregate of all of these with the above noted aircraft emissions must be assessed to accurately define both baseline conditions and projected impacts from the SAMP proposed projects. Both organic compounds and trace metals should be included in the evaluation.

8.) The SAMP proposes major potential changes to location of air cargo facilities on the north property (e.g. "L" parcel) as well as potential expansion of the employee parking facilities. The feeder roads connected to 24th Ave. So. (e.g. 152nd, 150th, etc. heading north) as well as DesMoines Way So. are grossly inadequate to handle additional traffic. (DesMoines Way is already jammed/busy at certain times, before all the new warehouses on the Burien side have been opened.) Many of these roadways are narrow with open ditches, and some may even have dirt under beds. They are presently signed with gross weight restrictions to deter truck traffic from taking short cuts (e.g. to Boeing parts facility), but these are often ignored. In addition, particularly with 152nd and 150th, traffic from the employee parking lot takes these roads, cutting across other side streets (e.g. 30th Ave.). These residential streets are already over capacity at

certain times. The EA/EIS must address these impacts; the city has no funds for major road improvements and does not want cargo truck traffic on its residential streets.

9.) The airport owns Air Cargo Road, and can close it as proposed in some SAMP affiliated designs. However, this roadway has been open since the inception of the airport, and is used by the local residents as a convenient shortcut to avoid the busy International Boulevard going from north to south in the City of SeaTac, as well as accessing the I-5 I-405 on-ramps and roads to Westfield/Southcenter. It is a key link between the north part and central/south parts of the city, as noted by several of the council members. It is also used extensively by all airport facility traffic (e.g. cargo trucks) for a similar shortcut. Closing of this road will have major impacts: potentially pushing significant additional large truck traffic unto International Boulevard or DesMoines Way So. The issue is that due to the airport footprint and the way the surrounding communities developed, there are very limited major north-south routes, and no real potential to develop new ones or expand the existing roads. This impact must be addressed, and measures to mitigate or alternatives clearly defined.

Thank-you for consideration of these comments. I plan to attend the SAMP meeting, and may submit additional comments after viewing the presentations. Again, the objective is to create an ES/EIS that will truly address the community concerns, and improve relationships with the Port.

Sincerely,



Roger Kadeg, M.S.; M.S.E. Managing Scientist, retired

15248 29th Ave. So.

SeaTac, WA 98188-2008

rkadeg@comcast.net

COMMENT FORM

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S3-12

Please see my other typed comments. I realized that I omitted one issue related to noise, that may not have been previously addressed. The airport operations, especially relating to air cargo facilities on the north end, operate effectively 24/7. Most cargo actually comes in after "hours" in relation to passenger flights. When this cargo is handled/off-loaded, the back-up alarms on the vehicles emit the annoying "beeping". I can hear this from my yard - and especially during quietest air conditions - and at night. This noise impact is most annoying and often extends for long periods. The impact of these vehicle operations and cargo related noise must be assessed. I have often been startled when certain containers or pallets have been dropped - emitting a loud "bang"

Submit comments to:

Thank-you for your consideration! 

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Roger Wade
Address: 15298 29th Ave. So.
SeaTac, WA 98188-2008
rkadeq@comcast.net

09/18/2018

Mr. Steve Rybolt

Port of Seattle

Aviation Environment and Sustainability

P.O. Box 68727

Seattle, WA 98168

Subject: Comments: Sustainable Airport Master Plan – Scoping

Gentlemen:

I wish to submit comments to the Sustainable Airport Master Plan (SAMP) Scoping under NEPA/SEPA EA/EIS, and be considered a party of record. I serve as a citizen representative on the City of SeaTac Airport Advisory Committee, and have resided adjacent to the airport for over 60 years.

General Comments

2-115
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511-13
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511-14
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511-15
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511-15
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53-4

59-1

53-4

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54-4

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53-5

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56-2

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certain times. The EA/EIS must address these impacts; the city has no funds for major road improvements and does not want cargo truck traffic on its residential streets.

56-7

9.) The airport owns Air Cargo Road, and can close it as proposed in some SAMP affiliated designs. However, this roadway has been open since the inception of the airport, and is used by the local residents as a convenient shortcut to avoid the busy International Boulevard going from north to south in the City of SeaTac, as well as accessing the I-5 I-405 on-ramps and roads to Westfield/Southcenter. It is a key link between the north part and central/south parts of the city, as noted by several of the council members. It is also used extensively by all airport facility traffic (e.g. cargo trucks) for a similar shortcut. Closing of this road will have major impacts; potentially pushing significant additional large truck traffic onto International Boulevard or DesMoines Way So. The issue is that due to the airport footprint and the way the surrounding communities developed, there are very limited major north-south routes, and no real potential to develop new ones or expand the existing roads. This impact must be addressed, and measures to mitigate or alternatives clearly defined.

Thank-you for consideration of these comments. I plan to attend the SAMP meeting, and may submit additional comments after viewing the presentations. Again, the objective is to create an ES/EIS that will truly address the community concerns, and improve relationships with the Port.

Sincerely,

Roger Kadeg, M.S.; M.S.E. Managing Scientist, retired

15248 29th Ave. So.
SeaTac, WA 98188-2008
rkadeg@comcast.net

09/21/2018

Mr. Steve Rybolt

Port of Seattle

Aviation Environment and Sustainability

P.O. Box 68727

Seattle, WA 98168

Subject: **Additional Comments: Sustainable Airport Master Plan – Scoping**

Gentlemen:

Following are additional comments on the SAMP Scoping. These augment my comments of 09/18/18. I will continue with the numbering from those comments, to avoid any confusion.

53-4
10.) Clarification: In previous comment 5, I used the term nanoparticles. The UW study prefers to term these as ultrafine particles.

56-2/56-7
11.) Traffic considerations: To elucidate further my previous points 8 and 9, it is important that specific traffic issues be further understood. Due to the airport footprint, and geographic layout of the adjacent cities, there are only two main north/south arterials that effectively connect the cities of Burien, Normandy Park, SeaTac, DesMoines, Tukwila and Renton directly with the airport. These are South 188th Street and 154th Street South. State Route 518 also connects some of these cities, but not all directly. Virtually all of the truck traffic (from 18 wheel semi's to box vans) coming from Interstate 405 (much via SR 167 and the valley warehouses) making deliveries or pickups at the cargo facilities head west on SR 518 (405 turns into SR 518). Most of the truck traffic from Interstate 5 also takes the SR 518 exit heading west. Alternatively, some heading southbound on I-5 will opt to take the direct exit to So. 154th Street in Tukwila and head west across International Boulevard to 24th Ave. South. There are some trucks that may opt to take the S. 188th Street off I-5 if they are making deliveries at the south end of the airport. This is a minor percentage due to the location of the cargo facilities and the several lights and traffic on So. 188th. It is not a direct route to these cargo areas, passing by schools and several intersections on So. 188th Street.

When WDOT constructed SR 518, they opted to not put any off ramps directly onto southbound International Boulevard. Instead, they provided a small turning spur onto So. 154th Street.

(There is a sharp U-turn exit to northbound International Boulevard that serves the Rental Car facility, but it does not provide any direct access to So. 154th Street). Most of the truck traffic (from I-405 and I-5) takes this So. 154th Street exit. Due to the proximity of this exit to the intersection of International Boulevard and 154th Street (which is very busy and serves the adjacent light rail station), WDOT will not put a traffic light on this exit, rightly claiming it would back-up vehicles and confound the intersection. This is a sharp, tricky turn for the semis, and the traffic at this exit with a stop sign often backs up significantly onto SR 518. It is then a

straight direct route west on So. 154th Street to the light at 24th Ave. and turn onto Air Cargo Road to deliver or pick-up.

Trucks could continue on SR 518 West, taking the DesMoines Way exit, going under SR 518, and back onto the SR 518 ramp heading east, and then take the So. 154th Street exit near the light at 24th Ave. This exit also requires a very sharp turn from the semis, with traffic racing over the SR 518 overpass, with view restrictions. Thus, this circuitous route is rarely if ever used by these trucks.

Another alternate is to take the airport exit off SR 518 (adjacent to the So. 154th Street exit lane), designed primarily for the passenger terminal traffic. However, the trucks must cut through this traffic (lanes are often backed up) and take the So. 170th Street exit, head west to Air Cargo Road, and double back to the north end of the Airport. Again, not that feasible or desirable.

The net effect of these issues is that So. 154th Street receives truck traffic at all hours of the day or night. It is effectively the sole access road for the majority of the cargo coming into or out of the airport. This is a fairly recent development. About 5 years ago, the City of SeaTac received a four million dollar plus grant to upgrade this impacted section of So. 154th. It was previously a narrow, two lane road with open ditches and no sidewalks. It is now a wide two lane road with center turn lane, bicycle lanes and 8 foot wide sidewalks on each side. This expansion required the construction of several high, tapered retaining walls due to the road grade on both sides. It will not be further altered due to this configuration.

The construction of the new eastbound exit ramp off SR 518 near Burien will not alleviate much of this truck traffic. As noted this traffic is primarily coming from I-405 and I-5 heading west up the steep hill on SR 518. At some distant point in the future, if SR 509 is ever completed/connected to I-5, this might prove one viable alternative for trucks coming from the south.

In addition, under the proposed SAMP configurations, many/most of the cargo facilities may relocate to Port properties on the north side of SR 518. This move will not alter the noted problems with all the truck traffic on So. 154th Street. The preferred route will still be to the light at 24th Ave. So., turning left onto 24th instead of right onto Air Cargo Road. Depending upon precise locations and constructed access, some traffic may opt to take the westbound exit off SR 518 to DesMoines Way So. However, as previously noted DesMoines Way So. is already overloaded and is inadequate to handle increased truck traffic loads (again prior to opening of adjacent major warehouse complex on the Burien side). There is no off ramp or on ramp from SR 518 to 24th Ave. So. Note also there are several school bus stops directly on So. 154th Street in the section of concern.

The trucks also all return/travel east on So. 154th Street after making their deliveries or pick-ups, to International Boulevard. They then turn right and quickly move to the left to gain the only nearby access ramp to I-405 or I-5.

56-2-95-7

In summary, a comprehensive traffic analysis/study is required to evaluate and address these issues and provide additional feasible access for trucks to the cargo facilities. Actual baseline conditions need to be defined, and proposed configurations evaluated. This will require interactions with the cities as well as WDOT. The present volume of truck traffic, including emissions, noise and safety on So. 154th Street is unacceptable. The current existing condition of SeaTac city streets is not conducive to the amount of airport traffic they presently carry, let alone the proposed expansions or relocation of cargo areas. Note also the thousands of employee vehicles that use the employee parking lot also use the So. 154th Street route per Port directions.

12.) Related to the above traffic comment, the emissions from these trucks and employee vehicles must be factored into the previously noted necessary risk assessment (comment 4). In addition, the emissions from the additional passenger vehicles travelling to and from the airport must be considered, as well as airport operations vehicles.

13.) The disruptive noise of these trucks racing past my house at all hours of the night, including the compression braking or downshifting that often occurs as they approach the constructed crosswalk and barrier near the SR 518 overpass should be addressed in the noise assessment. The added employee vehicle traffic also increases the noise, as well as the passenger vehicles that use this access route, and should also be included in the assessment.

14.) As previously noted in a handwritten comment at the open house, the back-up alarms from vehicles operating in the north cargo area provide an annoying noise that can be heard at all hours at my house/yard, especially during quiescent wind conditions. It is most irritating at night. This should be addressed in the noise section, as well.

15.) Mr. Roger McCracken (of Master Park and McCracken properties) has previously provided the Port staff with comments re: his passenger vans which provide the majority of such traffic to the drop-off and pick-up zones at the terminal. A key issue is the connection of the new proposed terminal facility with the current terminal such that his vehicles do not have to take circuitous routes and loops that force long, time delaying trips, or have no logical access at all. This issue will also impact the necessary traffic analysis, and must be factored in. Logical access to the terminals and cargo facilities is imperative. It does no good to expand the airport if individuals cannot make their flights and/or traffic is gridlocked. There is real concern about traffic backing up onto city streets (e.g. 160th or 170th), International Boulevard or the associated freeways (which it currently does quite often on SR 518).

16.) Activist groups such as Quiet Skies have submitted numerous comments re: noise and emission issues. I would simply note that they have legitimate concerns. The noise and emissions impacts on the surrounding communities are significant, and continue to expand. These impacts must be quantified and properly assessed, both for baseline/current conditions and those associated with the proposed expansion.

56-2 56-11

N3-6

56-2/56-11

53-1/54-3

N3-7

17.) Home and facility noise insulation programs previously provided by the Port were effective in mitigating some of the noise impacts. They helped at my residence. The feasibility of reinstating such programs for possible mitigation should be included in the scope. Details, to the extent possible, should be included (e.g. four pane windows, special roof vents, attic insulation, custom doors) and effectiveness assessed (e.g. db noise reductions). Potential areas of eligibility and cost analysis should be included. In order to be effective, the program must be comprehensive. As I recall, years ago the estimated Port costs were about \$20,000 per home.

S11-28

18.) The EA/EIS must address the Port/FAA interactions, including responsibilities of each entity. It is not acceptable to simply state that it is the FAA's jurisdiction, not the Port's, and therefore fail to address critical issues such as flight patterns. The Port must provide procedures and proposals for working with the FAA to determine feasible solutions to mitigate impacts. If the FAA does not interact, then such failures must be noted and identified as additional adverse impacts. The surrounding communities are frustrated with the Port and FAA's failure to cooperatively interact to address key issues.

S1-13

19.) It has previously been noted how constrained the airport is in terms of available expansion areas/land, forcing difficult engineering layouts and designs. It is imperative that the EA/EIS provide a detailed introductory description or vision of how the new proposed facilities will operate, as well as integrate with existing facilities. This should cover the typical passenger arrival, off-loading, parking, pickup, security stations, ticket counters, baggage handling and processing etc., together with estimated capacities and processing times. Similarly, an analysis should be provided for all cargo facilities and processing. Details are important. The impression that many have of the City of SeaTac is derived in part from the individual's experience at the airport. It is a quality of life issue, and also has a significant economic impact on the city. Comparisons should be made with existing conditions to those of an airport with the new proposed facilities. To the extent possible, these comparisons should be quantitative, not qualitative. Discussions should identify the proposed changes, improvements, and provide the potential passenger a clear picture of where to go/what to expect.

S12-13

20.) The light pollution, especially from the special stands lighting the north cargo area at night is extremely bright and may increase with the new proposed facilities. It is seen from my house. The light impact of the current facilities and new proposed facilities must be addressed.

Thank-you for the consideration of these additional comments.

Sincerely,

Roger Kadeg, M.S.; M.S.E. Managing Scientist, retired

15248 29th Ave. So.
SeaTac, WA 98188-2008
rkadeg@comcast.net

From: Perry K
To: SAMP Public Comments
Subject: Sustainable Airport Master Plan Comments
Date: Friday, September 28, 2018 6:16:20 AM

I have a list of questions/comments related to the Sustainable Airport Master Plan.

55- [Will the Port be studying the environmental and health impacts from airplane noise and emissions to all of the cities and communities surrounding the airport?

S11-3 [Will the Port be utilizing any of the recent or pending research related to airports, emissions, fine particles, and ultrafine particles? Particularly as it relates to the Seatac airport and the surrounding communities.

N35 [Does the Port have plans to work on the mitigation of airplane emissions? Both as it relates to the environment and to the health of the surrounding communities.

S11-2 [What will the Port do if the growth projections prove to be too little?

Perry Kent
121 Southwest 154th St Burien, WA 98166
perry.pnw@gmail.com

1 and I'm just hired to serve in this capacity. I'm not
2 employed by the agency; I'm just contracted.

3 MR. KINNEY: I was just wondering about your
4 independence.

5 HEARING OFFICER PHILIPSEN: Well, I think I'm
6 independent. I don't have any official position with regard
7 to this.

8 MR. KINNEY: Okay. I'm going to start my three
9 minutes now?

10 HEARING OFFICER PHILIPSEN: My introduction
11 didn't count against your time.

12 MR. KINNEY: My concern is noise. Not much of
13 the airport project matters to me beyond the fact that it
14 puts more airplanes out more quickly; denser traffic noise,
15 basically. I understand that the noise will be analyzed by
16 a model -- via a model that takes into account a few
17 microphone locations that are already established in this
18 area. And it doesn't appear that there's any return
19 calibration of that model or validation of that model aside
20 from just those few.

21 And my main concern is that I believe that the
22 measurement -- that far more measurements around the area
23 need to be taken farther out, probably as much as at least
24 ten miles or maybe 15 minutes away from the end of the
25 runway. Maybe laterally it's less, but certainly north and

1 south it needs to be more frequently.

2 I would like to see an advance of the use of the
3 airport at these higher frequencies and whatnot, that the
4 noise limits are established prior to -- prior to the
5 analysis. And the noise needs to be presented in a manner
6 that's not just minimum and maximum noise levels but an
7 average dBA or whatever.

8 That's it.

9 HEARING OFFICER PHILIPSEN: Okay. Two minutes.

10 MR. KINNEY: I'm good.

11 HEARING OFFICER PHILIPSEN: Concise. Thank
12 you.

13 With that, we are ready for the presentations by Susan
14 White; is that right?

15 MS. WHITE: Yes.

16 HEARING OFFICER PHILIPSEN: Okay. And Wasim
17 Azzam.

18 MR. AZZAM: Correct.

19 HEARING OFFICER PHILIPSEN: Okay. Very good.
20 I will be timing you. Please begin.

21 MS. WHITE: It's not going to take more than
22 three minutes.

23 HEARING OFFICER PHILIPSEN: We'll see.

24 MS. WHITE: Should I say my name and address?

25 HEARING OFFICER PHILIPSEN: Yes, please. Just

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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Comments must be received by September 28, 2018.

N2-1

N10-19

I am very concerned about the impact of micro particulates on the citizens of Federal Way.

This concern is magnified when the considerations of proposed increase in air traffic and the revised flight plan that concentrates the air traffic in a substantially narrower path.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: MARK KOPPANG

Address: 639 S. 295th Pl

Federal Way WA 98003



COMMENT FORM

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N3-1
N10-19

Noise continues to be of concern. The increase in flights combined with narrower flight paths have concentrated the impact of over flights to an unprecedented level.

N3-15

Increasing the glide path to 3.2 degrees, which has been successfully implemented in Frankfurt Germany is going to be a necessity to address noise concerns going forward

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: MARK KOPRANIC

Address: 639.5 295th PL

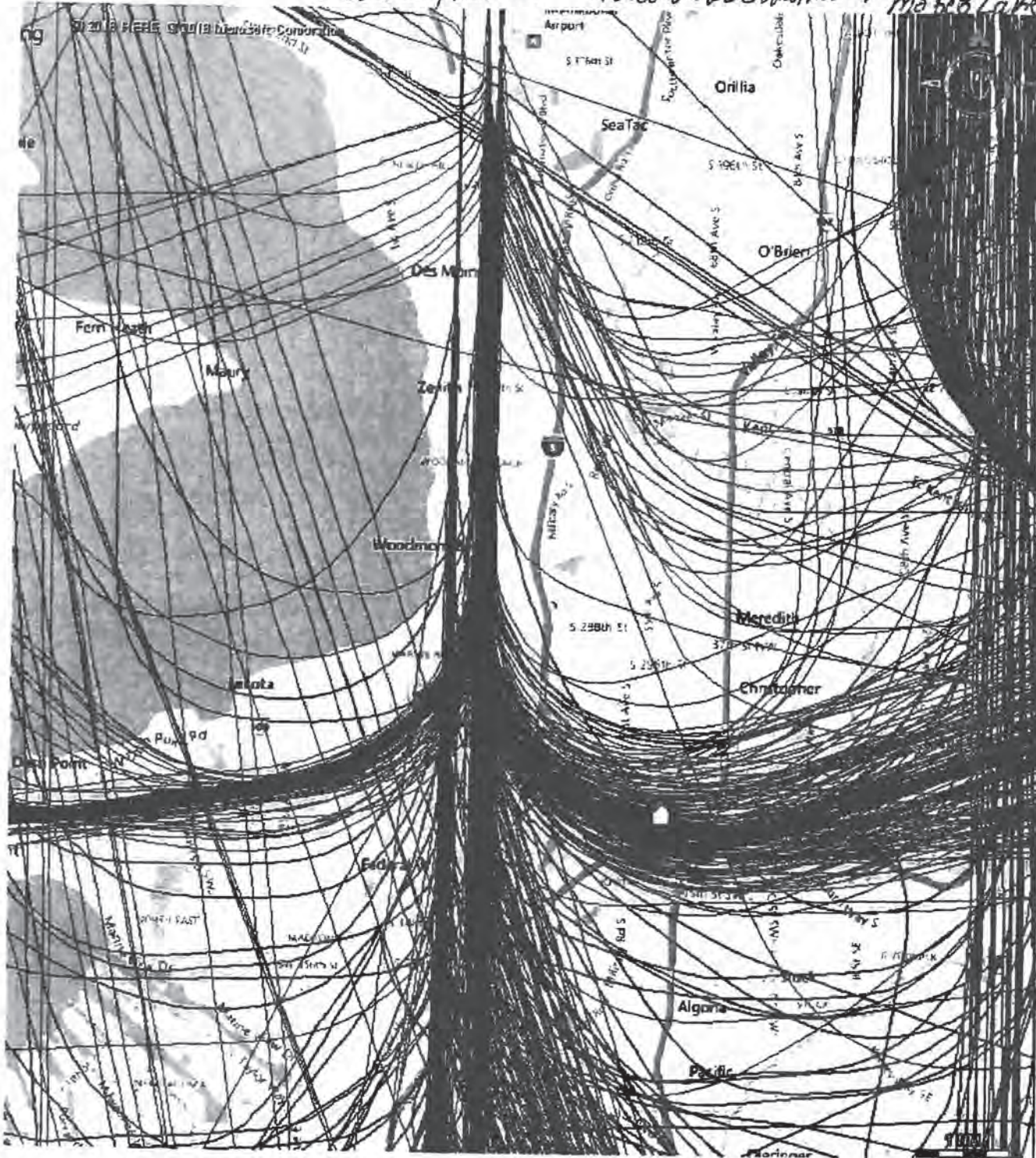
Federal Way WA 98003

Port of Seattle

Thank you K. Karasick

The house icon (own) tells the story - new house 2017 - die 1990 condemned for East Corridor F.A.A. site is for rail consent - Auburn City says it is not their problem - but a Seattle problem! Need to decentralize!

Severe Air & Noise Problems
 P.O. Box 1209
 Seattle, WA 98111-1209
 Tel: (206) 787-3000
 New Airport needed
 Seattle, WA
 Ma 503 Lake Rd
 Corjo



signed, Major manufacturers of Hamilton Multiport
 MAF & KAMPON Multiport

Flight track map depicts aircraft operations for Seattle-Tacoma International Airport on Aug 9, 2018 - 24 hours



Legend

- ~ Departures
- ~ Arrivals

From: Anne Kroeker
To: [SAMP Public Comments](#)
Cc: [Richard Leeds](#)
Subject: SAMP Near Term Projects Scoping Comments
Date: Friday, September 28, 2018 10:51:09 AM
Attachments: [SAMP Near Term Projects Scoping Comments.docx](#)

Environmental justice is the movement to ensure that no community suffers disproportionate environmental burdens or goes without enjoying fair environmental benefits.
Van Jones

Re. SEPA and NEPA for the proposed SeaTac Airport Master Plan Near Term Projects reviews

Dear Mr. Steve Rybolt,

I and my husband, Richard Leeds are submitting comments to this scoping process for the SEPA and NEPA for the proposed SeaTac Airport Master Plan Near Term Projects reviews. Additionally, public comments were previously submitted by myself, via Quiet Skies Puget Sound, which I also support.

1-115/2-115-
While we applaud the recognition and pursuance for all public projects to receive full and adequate environmental review, we cannot condone this particular process going forward, in its current form, as it does not include any of the projects already started and under operation for the past 20 years nor any of the ones after 2027, which is less than 10 years out, and inadequately covers long term needs and expectations for the Port of Seattle operations.

For the 10 reasons we have submitted, we strongly request resetting this public comment process to include the missed time periods for all changes to airport operations and infrastructure done prior to, and all those that will be planned to be completed subsequent to this short term airport and operational plan proposal.

Thank you for your attention and consideration,
Anne Kroeker and Richard Leeds

COMMENT FORM

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N3-1
N3-2
N3-3
N3-4
N3-5
N3-6
N3-7
N3-8
N3-9
N3-10
N3-11
N3-12
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N3-46
N3-47
N3-48
N3-49
N3-50

I live in the middle of Federal Way. I'm concern about the noise and the pollution. We've also experienced fuel pumpings over our area (yes, I called, yes, they said nobody reported fuel release.)

1. I'd like to know why we can not have Noise Abatement Departure Procedures 1 or 2 at Seattle airport?

2. Why can't the planes take off towards Fed. Way and fly down towards the Port of Tacoma, and turn to climb up over the Port. Nobody lives there.

3. I understand that planes take off into the wind. But, when there is no wind or the clouds in the sky are standing still, why are the planes still taking off over Federal Way?

Submit comments to:

Can't see attached comment form.

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: MICHAEL KUN
Address: 33113 10th PI SW
FEDERAL WAY, WA 98023



COMMENT FORM

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- N10-15 4. What is the Port doing about the increase in missed approaches? These require climbing to us and full power.
- N3-4 5. When I call noise complaints, I never get a call back. Why? Once I was sitting on my deck timing the planes TAKING OFF and flying over me every 1/2 minutes. I called several times that day. I got a letter response saying that on that particular day the planes were ~~LANDING~~ and not taking off over my house. Why?
- S2-1 6. The real solution is to build a new airport. What plans are being made for this?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: MICHAEL KUN
Address: 33113 10TH PL SW
FEDERAL WAY, WA 98023

From: Tina Larson
To: [SAMP Public Comments](#)
Subject: Fw: You have got to be kidding me.....
Date: Friday, September 28, 2018 8:10:38 PM

From: Tina Larson
Sent: Friday, September 28, 2018 8:09 PM
To: samp@portseattle.com
Subject: You have got to be kidding me.....

N3-2
N5-2
N6-1

Listen, I live in Blakely Manor, I just found out through the BTown blog that tonight is the last night to submit public comments. I tried to down load the "samp" questions, it didn't work, I can't actually edit and submit the document requesting that the studies suggested be done. Here's what I will tell you. I have lived here for 7 years, the air noise was not an issue 7 years ago. In the past year the air noise has become a TREMENDOUS ISSUE. I cannot have a conversation in my yard without pausing to let the plane overhead pass so we can continue to speak to one another. The noise is unacceptable. I believe it is the use of the 3rd runway.....I'm listening to it right now, it's overwhelming and I am INSIDE my house. It wakes me up at night, it interrupts my day, it makes me NOT WANT TO LIVE IN MY HOME anymore. Airplanes now pass OVER my house, it looks like I could throw a rock and hit one they're so close. I am afraid to eat my tomatoes out of my own little garden because there is jet fuel all over me and my house. My property value is going to plummet if you do not maintain your end of the bargain. I see what is happening, the air noise and traffic has gradually increased, we all adjusted, but little by little it's reached a "fevered pitch" and now there is not enough time for residents to take heed.....the Delphi method, isn't that what it's called. I cry "wolf"! I want ALL the studies done! You cannot railroad the working middle class like this, it is absolutely reprehensible.

Tina Larson
17035 Ambaum Blvd So
Burien, WA 98148

COMMENT FORM

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5/2-23
HV
traffic
FAA
question
5/4-11

1) I am concerned the "flight tracks" will deviate eventually from the NORTH-SOUTH takeoff and landings. Currently, HV traffic is allowed take off to the north from west and enter airspace over Burien. What is to prevent them from setting a precedence and allowing larger jets to do the same?

5/2-23
FAA
question

2) WHY ISNT A FAA AIRTRAFFIC "REP" PRESENT AT THESE MEETINGS? THIS IS A MAJOR CONCERN FOR BURIEAN CITIZENS. WE NEED AN "AIR TRAFFIC" SPECIFIC REP TO BE HERE.

N 3-20

3) We need an "engine run up" 3 sided enclosure to limit noise pollution!

4) How will you monitor air quality with increased flights?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Dawn Lemme
Address: 3138 SW 17th St.
Burien, WA
98146

email: lemme12@comcast.net

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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S12-23
N3-1 N3-4
N3-7

FAA reps must be in attendance at these meetings. My concern is noise generated by aircraft taking off and landing. More specifically, noise levels Northwest of the Airport have increased as the "Burien Turn" for Northbound Turboprops have increased. How is this increased noise issue being monitored and how will it be mitigated?

S3-2

As Air Quality becomes more of an issue with increased daily flights at Seattle, how will the Air Quality be monitored by the Puget Sound Clean Air Agency?

Submit comments to: How often is Air Quality monitored to the West of the Airport

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: STAN LEMMEL
Address: 3132 SW 172nd STREET
Burien, WA 98666
email: sllemmel@comcast.net

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
SEATTLE-TACOMA INTERNATIONAL AIRPORT

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57-1/57-2
With additional hard services around the airport being created, more ~~monitoring~~ run-off from the airport shall require additional monitoring. Once-a-month or big-storm monitoring by the storm water Agency is not enough.

57-2
How much additional storm water run-off monitoring are you proposing?

NS-4
Traffic patterns out of the 3rd runway must be assessed for noise pollution. Air

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: STAN LEMMEL
Address: 3138 SW 172nd
Burien, WA 98146



Fold Here

Place
Stamp
Here

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168

Fold Here

11-15
Provide a ground engine run-up
3 sided enclosure to eliminate/
reduce noise. Early morning noise
is a problem. How will the stamp
address engine noise, both testing
and take-off landing?

1 need to study. I haven't really run into anyone that
2 suggests there's a reason not to start the siting process
3 immediately, other than folks that have an interest in
4 economic growth right here in a very specific and small
5 sliver of our state, our region. If that's what you want,
6 then you want to handle all of the region's growth at
7 Sea-Tac Airport. If you want an even and fair distribution
8 of the costs and burdens of aviation, and perhaps even
9 improve the overall efficiency in the long run, then you'd
10 want to jump on a regional airport as soon as possible.
11 Whether we can get that, I don't know. I think it should be
12 included in the scope.

13 Those are my comments. You've been very patient. You
14 gave me extra time, and I really appreciate that. I know --
15 I work with court reporters, and I know I just wore her out.
16 So you've been very good. Thank you for helping me out
17 tonight.

18 HEARING OFFICER PHILIPSEN: Well, you've had a
19 lot to say, and there was time.

20 MR. EDMISTON: I appreciate it.

21 MR. LEWIS: Well, I want to talk about demand,
22 or actually, you know, hopefully generate some responses
23 from responsible officials at the Port of Seattle about
24 demand and how it's defined.

25 I'm a retired air traffic controller and whistleblower,

1 was forced into retirement ten years ago by the FAA. But as
2 sort of an odd hobby, I've developed a website; it's been
3 running for six years now, Aviation Impact Reform. And I do
4 a lot of research on what's going on at airports across the
5 country, and I've been looking a lot the last few years at
6 Seattle, in Sea-Tac, because these happen to be my roots as
7 a child and growing up here, and I still have aging parents
8 here.

9 I'm concerned about what really appears to be going on,
10 the alleged demand, that is defined, for example, by one of
11 the graph boards there, one of the displays. It's implied
12 that it's consumer demand, which would be, you know, the
13 natural demand we would want to accommodate in an industry
14 as we expand infrastructure, but in reality it's airline
15 demand; that the Port needs to get serious about documenting
16 with great precision the number of passengers that are
17 flying through this airport greatly bumping up the airline
18 profit bottom line, because the airlines make their money as
19 much by flying anybody as they do by flying people through
20 airports. That's a reality. We understand that, that when
21 Delta came in here in 2012, they started -- basically, they,
22 you know, raised the bar. And both Delta and Alaska are
23 doing a lot of a hub traffic here, and that's creating
24 enormous growth in impacts around the airport.

25 Those impacts correlate with the growth in operations.

1 The growth in operations do not correlate with population
2 growth. The chart on there that's displayed shows a
3 0.6 percent annual population growth in the current decade,
4 2017 to 2027, when you look at the numbers on that
5 particular chart, and I have a PDF of it from the July 17
6 SAMP presentation.

7 But Port -- Puget Sound Regional Council just reported
8 that our growth rate is one and a half percent; it's even
9 higher. They've got that growth, and yet this year, if you
10 look at the numbers, FAA's official ATADS OPSNET numbers for
11 operations at Sea-Tac, the first seven months of 2018 are
12 5.6 percent higher than the first seven months of 2017.

13 Now, we all understand, or we should understand, that
14 there hasn't been a ten-fold increase in people in the Puget
15 Sound area suddenly saying, "Let's do a whole bunch more
16 flying." It's because more passengers are flying through,
17 more operations are being scheduled, creating more
18 passengers flying through to assist the airlines' bottom
19 line.

20 So what I'm suggesting is that the Port of Seattle
21 needs to -- since they're taking money from the local
22 community in taxes in serving us, you know, as their
23 constituency, they shouldn't be just focusing on serving and
24 accommodating airline demand, airline capacity demand; they
25 should be accommodating other demands and balance with that,

01-10
✓

1 such as for the local community. And some of those demands
2 that are arising have to do with the impacts, where you
3 stand outside this door most times a day here on a
4 university campus, and you can't have a conversation without
5 having an airplane every minute blasting over and
6 interfering.

7 HEARING OFFICER PHILIPSEN: You're at three,
8 but I'll give you another minute.

9 MR. LEWIS: I'll run just a tad more.

10 So basically, the Port of Seattle needs to, you know,
11 somehow bring in some balance to how they are advocating,
12 you know, they are behaving on this. They are clearly,
13 unfortunately, accommodating and overly accommodating the
14 industry. That needs to change; otherwise we're going to
15 see continued degradation of what used to be -- what still
16 is for people -- a fleeting, you know, formerly wonderful
17 place to live. People cannot enjoy their yards anymore; you
18 can't enjoy barbecues. It's not just the noise; it's what
19 they're breathing.

20 And if we keep feeling like we have to accommodate the
21 airline capacity needs, we're just going to trash this whole
22 area, turn it into nothing but an industrial dump. So I
23 would hope that the Port would come on board with advocating
24 for the people who provide their basic tax funds and support
25 their programs and not just be advocating alone for

From: Jeff Lewis
To: [SAMP Public Comments](#)
Subject: Citizen comments for SAMP Scoping
Date: Friday, September 28, 2018 1:57:18 PM
Attachments: [KSEA.20180928,, SAMP EnviroReview Scoping Comments.pdf](#)

Please accept the attachment as my comments for your SAMP Environmental Review 'scoping'. A confirmation of receipt would be appreciated.

28242 S. Salo Rd., Mulino, OR 97042

September 28, 2018

Port of Seattle, via email (SAMP@portseattle.org)

Dear Sir or Madame,

Please accept this letter as my abbreviated **comments on the Port of Seattle's Sustainable Airport Master Plan (SAMP) Environmental Review**. While my responses are abbreviated, I will gladly offer much more detail, if one of your officials makes a sincere request that indicates my effort will be matched by POS effort.

I attended two Open Houses (Highline and Federal Way) and engaged in lengthy discussions with badge-wearing personnel who worked for POS, FAA, or as paid contractors. Here are my comments based on (1) what I observed at the Open Houses, (2) the discussions I had those two evenings, and (3) my intensive online research:¹

- 51-9
1. POS et al are knowingly and fraudulently pitching a false 'Demand Myth'. For example, you want/need us regular people to believe that our consumer demand is driving the roughly 40% increase in airport operations at Sea-Tac, from 2012 through 2018. But, you know quite well, this is not consumer demand; it is 'airline demand' related to the creation of Delta's latest hub. The growth since 2012 far outstrips regional population growth. You know the reality that you intentionally try to distort: both hub airlines (Delta and Alaska) are pressuring POS and FAA (ATC) to excessively grow 'runway throughput', solely to accommodate their profit-seeking hub development schemes. Sadly, both POS and FAA refuse to constrain these two hub airlines in their excessive scheduling. There is no capacity management being practiced by either the airport authority (POS) or the federal regulator (FAA). Both POS and FAA strongly appear to be captured, serving only industry and at great cost to the communities.
 2. The graph posted at the Open Houses, showing operations and enplanements by year, was posted to deceive citizen participants. There is absolutely zero evidence that the Puget Sound area is unique within the U.S., where consumer demand (as in per capita air trips per year) is far out-stripping regional population growth. The core reason for the enormous per capita enplanement gains at Sea-Tac since 2012 is the intensified hub scheduling by Delta and Alaska, and the unmitigated willingness of both FAA and POS to accommodate these two airlines. In 2018, we are seeing much higher percentages of through-passengers (those who pass through this growing hub, but never even leave the airport during their trip). POS
- 51-10

¹ My background research focused on the Sea-Tac airport history and master plans (including the current SAMP), as well as other FAA-funded 'sustainability' plans across the U.S.

has the data and needs to share the data with the people who are impacted, from Shoreline to Vashon to Tacoma, so that the impacts can be understood and reduced.

S12-13

3. POS was created to serve THE PEOPLE, but as so often happens, over time you have instead become a servant of narrow corporate power. In your current capacity, POS is dis-serving the people. Your airport management, development and future plans are all increasingly destructive to health and quality of life for the residents who have no choice but to pay taxes into your program each year. There is a total lack of balance between what POS is doing related to Sea-Tac, and what the people need POS to do.

S12-27

4. The term 'sustainable' is commonly understood to relate to finding a fair balance between two opposites, such as serving corporations versus serving people, or such as aiding commercial profits while minimizing residential pollution impacts. In this context, POS has shown a total incapacity to act sustainably; not just today, but for decades.

N1-2

5. There is no validity in appending the word 'Sustainable' at the front end of your latest airport master plan. This is pure, propagandistic greenwash.

N10-23

6. One thing that the people need POS to do is simple: advocate back to Congress and to FAA, to shift the rules and regulations away from what they have become, thanks to industry lobbyists.² Advocate for the people, to restore local control, and then follow through with hourly flow-rate limits, night-time curfews, and other 'balancing' policies that ensure commercial and residential interests can coexist in good health. I asked nearly every 'white-badge' at the two Open Houses, what they do to advocate FOR THE PEOPLE; not one 'white-badge' offered a valid answer.

S12-1/SA-2

7. Lastly, POS should be ashamed of their failures at these recent Open Houses. Not just for the numerous empty white-boards, but also for the rampant deflection of questions. Over and over again, I saw good questions by many different concerned citizens; the questioned were asked, but drew no answers; instead, the 'white-badge' would say 'write that into your comment' or say 'you should talk to so-and-so' and refuse to answer.³

We depend on you to manage our airport. Please ditch your ugly habit of corporate-serving spin and greenwashing. Please come back to serving the people, and push true sustainably, finding a fair balance where Sea-Tac is **OUR airport** again.

Sincerely,

Jeff Lewis⁴

² Two of many needed changes: (1) abandon the DNL metric and replace it with **REAL** noise metrics; and, (2) restore meaningful **LOCAL CONTROL** by the local community (as was taken away by Congress, under ANCA in 1990).

³ These referrals were always dead-ends; 'so-and-so' always failed to provide a substantial answer, too.

⁴ My standing: I grew up in Seattle and Kent; today, I care for relatives from Bothell to Skyway, including my parents. I am also a retired FAA ATC whistleblower and blog about FAA and aviation impacts at the aiREFORM.com website.

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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Comments must be received by September 28, 2018.

N3-5
N3-6
N4-1

I strongly support restricted use of the airport between 11:00pm and 6:00 am. When fully loaded old, loud freighters wake me up a couple of times a night, I know there is a negative impact on my health. Studies have shown a measurable increase in cardiovascular disease and dementia (in particular in the elderly)

N3-5

Just because the law passed in 1990 allows the FAA to reject curfews does not mean it is the right thing to do.

Dramatic growth in noise impacts should require mitigation and a curfew is at the top of my mitigation list

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Steve Lewis

Address: 28843 7th Ave S,
Federal Way WA 98003



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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N3-6/N3-7
Reduce No of flights in early morning
Need Quality Sleep/Rest
OR provide Noise mitigation program

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: WING LI
Address: 108 S. 297th St

Federal way, WA 98001

From: Quiet Skies
To: lordvicki@yahoo.com; SAMP Public Comments
Subject: Re: Airport more flights
Date: Monday, September 17, 2018 10:41:58 AM

Dear Mr. Steve Rybolt,

Please accept the public comment below by Mr. & Mrs. Lord of Federal Way, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Lords be deemed unacceptable, please email all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

On Fri, Sep 14, 2018 at 7:08 PM Vicki Lord <lordvicki@yahoo.com> wrote:

SEE BELOW

1. No limit on full-time use of the 3rd Runway 2. Another 80,000 annual "Near Term" flights 3. Undefined "Phase 2" growth 4. How noisy will it become in our region? 5. What are our risk to our health and the environment? 6. How does SAMP impact crime, property values, environmental justice, and our quality of life? 7. What health and mitigation studies are underway? 8. What does the global science say today about these risks? 9. What about the growth beyond 2027?

Can you answer these questions. They are very concerning

Thank you. Vicki and Brian Lord
30939 36th Ave SW. federal way 98023

Sent from my vlordiPhone.

1. N5-2
2. S4-3
3. S11-2
4. S4-3
5. S5-1
6. S10-1, S10-2, S10-3, S8-2, S8-3
7. S5-1
8. S5-2
9. S11-4

From: Lorie Lucky
To: [SAMP Public Comments](#)
Subject: Review of Port's Sustainable Master Plan.
Date: Wednesday, September 19, 2018 10:34:25 AM

I am commenting as a resident of the southern-most tip of Des Moines, at Redondo Beach.

As with many residents, my main concerns are air pollution and noise, which may otherwise be referred to as sound pollution.

S8-2/S4-3 [Although the original sound mitigation plan only extends, apparently, to S. 216th Street, it is very noisy all the way down to where we live. Even more traffic overhead would considerably impact our quality of life, and the property values of this otherwise lovely area of the state.

N3-3 [I have already soundproofed my bedroom window, but still use a white noise machine and ear plugs in order to sleep without disruption from overhead traffic. I have a friend who leaves once a month, for a weekend break from the noise.

S2-1 [Is there ever a consideration for a 'more-than-commuter airport' in Yakima or the tri-cities, to reduce the necessity for eastern Washington residents to funnel through Sea-tac?

S9-2 [Increasing air traffic noise will hasten the extinctions of small birds and creatures in the South Sound, along with disturbing humans.

What is Sea-tac's plan for sound mitigation all the way down to Federal Way??

Thank you for providing this opportunity to comment on the Master Plan.

Lorie Lucky
28313 Redondo Way S., Unit 101
Des Moines, WA 98198-8256
Phone: 206322-7332
Email: lorie916@gmail.com

From: Bernedine Lund
To: [SAMP Public Comments](#)
Subject: Comments on SAMP
Date: Friday, September 28, 2018 10:47:23 AM
Attachments: [SAMP Comment #1.pdf](#)
[SAMP Comment #2.pdf](#)
[SAMP Comment #3.pdf](#)
[SAMP Comment #4.pdf](#)

Attached are 4 comment sheets for the SAMP environmental review

Bernedine Lund
824 S 296th Place
Federal Way, WA 98003

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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N3-1
The newly implemented flight paths put airplanes over the same houses constantly throughout the day and night. For example, I have recorded 100 planes in just under 2 hours one evening in early Sept 2018, and this is not unusual. Flights every ½ - 2 minutes can happen any time during the day from 5 AM to 12 PM, and can last for as little as 10 min to over 2 hours. There is no way to predict when the noise will start or stop. During the time of the overflight, you cannot hold a usual conversation with a person right next to you. And when the planes come every 1-2 minutes, there is no time when you are not hearing aircraft noise. This type of noise is more than an annoyance, and the DNLdb does not capture what is really happening.

N3-3
This constant aircraft noise is like water torture (a drop of water on your head that you cannot prevent), something that seems small until it happens over and over and over again. Torture, like water torture, can cause serious injury and death, and if survived can cause PTSD. The airplane noise is like the water torture. Studies have already shown that there is an increased risk various health problems, such as high blood pressure, cardiac arrest, sleeplessness, hearing loss, and other health effects.

N3-3
The constant airplane noise over our house has stolen our ability to enjoy our home and yard, something we have worked on for over 33 years. Mitigation may help some homes if you stay inside with the windows closed and if the contractor is competent. There are reports that the mitigation POS used in the past was poorly done and the company is now out of business.

N3-7
Qx: What mitigation is planned for homes under the new flight paths?

N3-7
Qx: What mitigation is planned for people who want to enjoy their decks and yards?

N3-7
Qx: How and when will the Port modify its procedures to have less impact on the people on the ground.

N3-7
Qx: How will the Port reimburse residents for lost property values? How will the port

SB-6
Qx: Currently the POS shows a large economic benefit to increasing the capacity of the airport. Any model of the changes will show a profit when negative impacts are not included. When and how will the costs of negative impacts of the airplane overflights be added to the cost model.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name:

Bernadine Lund

Address:

824 S. 296th Place

Federal Way, WA 98003

#1



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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Health effects to people near and working at the airport: Studies are coming out each week about the negative health impacts of living with noise and jet engine toxic chemicals. Some of the most concerning studies are of effects on children. These include slower learning, less concentration, and absorption of toxic chemicals released from jet engines.

- What and when will the POS protect the communities under the flight paths from the effects of the jet noise and toxic chemicals?
- How far away from the airport is it safe to build schools?
- How will the POS notify current schools and communities planning to build new schools of the risk of being too close to the airport?
- What new measures will the POS offer current schools to clean the areas (soil, water, playgrounds, etc.) around current schools to protect children?
- Describe how you will protect employees such as flight attendants and pilots, ground crews, etc. from long term exposure to airplane emissions.
- Describe how you will change policies so that employees who point out safety issues will be protected from demotions, firing, etc.

N14-1

N10-16

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Bernadine Lund
Address: 824 S. 296th Place
Federal Way, WA 98003

#2



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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Jet fuel is currently delivered to the Sea-Tac Fuel Farm by Olympic Pipeline from Anacortes. The plan is to add 4 more fuel storage tanks to the existing 8 tanks, a 50% increase. A POS spokesperson said the increase in jet fuel will go through the same Olympic Pipeline pipes using faster throughput.

S12-28
SEPA

- Does the increase throughput mean the pipes will be under increased pressure? If so, how will Olympic Pipeline ensure there are no ruptures in the line with the increased pressure?
- What is the maintenance schedule for the underground delivery pipes and the current large Olympia Pipeline from Anacortes?
- What system has been set up in case of pipe rupture or tank rupture? Describe how it will be increased to accommodate the increased rate of delivery of the fuel. Describe how it will be protected from earthquakes and other natural disasters, such as lightening and fire.
- Describe the current security around the fuel depot.
 - How is it protected from active attacks, such as explosives?
 - Currently there is only a gate with lock – which is not sufficient to keep out large trucks that can break through the fence. When will sufficiently strong gates be added.
 - Is the area protected on all sides? There are other areas of the Port of Seattle that do not have adequate security gates to stop large trucks, and there is one dirt road that only has a security sign. When will these security risks be addressed?

Submit comments to:

Mr. Steve Ryboit
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 88727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Bernadina Lund
Address: 824 S. 296th Pl
Federal Way, WA 98003

3



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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Airport security

From looking an maps and pictures, there are several access points that seem each to breach the POS grounds. For example, there is one dirt road with no gate, only a sign saying private property, and other gates with locks that could be easily broken by a vehicle.

- Describe plans and schedule for bringing security around the entire SeaTac area up to current recommendations.
- Describe how you will keep up to date with security and not let it lapse again.
- What are the plans to rapidly inform communities about toxic hazards should there be a rupture in the fuel tanks or pipeline?

NID-28

Submit comments to:

Mr. Steve Rybolt
 Port of Seattle
 Aviation Environment and Sustainability
 P.O. Box 68727
 Seattle, WA 98168
 SAMP@portseattle.org

FROM (Please Print):

Name: Bernedine Lund #4
 Address: 824 S. 296th Place
Federal Way, WA 98003



**The Sustainable Airport Master Plan (SAMP)
10 SAMPLE QUESTIONS AND RELATED SCOPING REQUESTS**

Welcome to the SAMP scoping meeting! We're providing a list of sample questions – questions we certainly have for the Port of Seattle. Ask the Port personnel these, or any questions you want. We also want to make sure YOUR voice is heard. If you want the subject matter of any of *these* questions included in the scope of the environmental review, for each question we've added a related sample "scoping request." Just initial any request you want, sign at the bottom, and find QSPS volunteers will collect and provide them as a matter of public record to the Port.

QUESTION	COMMENT	SCOPE REQUEST	INITIAL
Why No Study of What's Already Happened? How does Port intend to study the human health and environmental impacts of the 97,000 new flights already added in last four years?	Four-year increase raised annual overflight total from 316,000 to 413,000.	Please include a complete assessment of the human health and environmental impacts, including from noise and emissions, resulting from the additional 97,000 aircraft overflight operations growth from the last four years.	
Why No Study of Your Own Long-Term Plan? Why not study of the human health and environmental impacts of the Long-Term Vision anticipated to begin when capacity is reached in 2027?	SAMP Executive Summary; Port's own consultant says long term study is "key." But Port's will not be studying total growth plans for potential harms.	Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for the Port's post-SAMP Long Term Vision projects and Century Agenda growth plans.	
Adequate Geography? Will Port study unique human health and environmental impacts from aircraft noise and emissions, in all of the six south-end airport neighbor cities?	The Port has not committed to study all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac.	Please include a complete study of all of the human health and environmental impacts for all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and SeaTac, resulting from aircraft overflights, from 2013-present; for the Near-Term Projects; and for Long Term Projects.	
Use Current Science? Will Port review all studies from around world relating to human health and environment impacts from aircraft noise and pollution?	Studies around the world now exist on harms and potential harms from aircraft noise and emissions.	Please include all studies (worldwide) from at least the last ten years, to the extent such studies explore, find, suggest, or hypothesize any association, correlation, causation, or other potential linkage between aircraft overflights and impacts on human health or the environment.	

Wait For Pending New Science? Why is Port proceeding without waiting for the results of the pending studies in the State of Washington directly relating to Sea-Tac Airport?	Regional studies underway, include ultra-fine particle study from UW and the airport mitigation study from Department of Commerce.	Please include a review and assessment of the results of critical Sea-Tac Airport studies now underway before proceeding with the environmental review for the SAMP.	MWM
Sensitive populations? Are you studying the unique impacts of aircraft noise on elderly citizens and children?	Studies have found risk of harm to elderly citizens and children from aircraft noise.	Please include a complete assessment of the unique human health impacts from noise on elderly citizens and children.	MWM
What About Overnight Flights? Will Port collect and assess global scientific studies relating to impacts from <i>overnight</i> flights noise?	Studies have concluded increased risk of human harm from overnight flight noise.	Please include a complete scientific study review and assessment of the unique human health impacts from noise from overnight flights.	MWM
Unique - Full Time 3rd Runway Use. How will Port separately assess the impacts of the full-time usage of the 3 rd Runway?	Despite historical statements, 3 rd Runway now full-time.	Please include a complete study of the unique human health and environmental impacts from the exponential increase in overflights over neighborhoods beneath and near the 3 rd Runway.	MWM
What if Your Projections Are Wrong? How are you accounting for the impact if your estimates of growth are too low?	SAMP Executive Summary inaccurate; est. 398,910 flights by 2019; we are at 413,000 now.	To determine the risks of error in Port projections, please include a study of the health and environmental impacts from increased aircraft operations that exceed estimated Near Term Operations.	MWM
Regional Airport Now? Are you studying the benefits of a regional airport?	The Port has refused to join calls for siting a regional airport now.	Please include a study of the benefits to human health and the environment in the six airport neighbor cities if growth is more fairly distributed throughout the entire region.	MWM

Please include the requests I have initialed above in the scope of the SAMP environmental review. Deadline for commenting September 28th 2018.

Name: Matthew Mahoney

Signature: 

Address: 21036 4th Ave S., Des Moines, WA 98198

E-mail: matc0831@gmail.com

Submit form on your own/add comments at: SAMP@portseattle.org

58-1 [A 2nd Airport is needed (period)]



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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Comments must be received by September 28, 2018.

N3-3

Aircraft flying over our residence is really loud not only outside but audible to inside since our house is an old one. It seems to block too our cell signal so

N1D-5

that when you're driving or talking on your cell, you have to pause or wait for the pairing plan because you can't hear well the person on the other line.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Yolanda Manato
Address: 26414 Marine View Dr S
Des Moines WA 98198

N10-37

From: Quiet Skies
To: [SAMP Public Comments; mmarkkanen@comcast.net](mailto:mmarkkanen@comcast.net)
Subject: Re: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Wednesday, September 19, 2018 6:54:35 PM

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Marianne Markkanen, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Ms. Markkanen be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
SEATTLE-TACOMA INTERNATIONAL AIRPORT

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S-3-2

We need to have monitors in the neighborhoods near to the SEATAC Airport to monitor the air quality in the area.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: MARIANNE MARKKAVEN
Address: 20613 127th Ave S
SEATAC WA 98148



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
SEATTLE-TACOMA INTERNATIONAL AIRPORT

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Comments must be received by September 28, 2018.

512-22

Would prefer to have Question and Answer session included in this session

I would like to have a group question and answer questions from the community-

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: MARILYN MARKKANEN
Address: 20613 Dithmars
SEATTLE, WA 98188

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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Comments must be received by September 28, 2018.

NS-2 N3-7
What about program to provide triple paned windows to homes near the airport? I live under the 3rd runway and deal with constant noise 24 hours a day and it will only get worse.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: MARLAINE MARUKAEN

Address: 2016 13 12th Ave S -

SEATAC, WA 98148



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
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SID-3

The fuel farm AT AIRPORT needs to have a wall built around it so terrorists or arsonists cannot attack it.

Also the fuel lines running along International Blvd is a risk to the community. What protection do we have against leaks or vandalism?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: MARLA ANNE MARKKANEN
Address: 20613 12TH AVE S.
SEATAC, WA 98148

1 getting ready at three minutes?

2 HEARING OFFICER PHILIPSEN: Sure. I can give
3 you a half a minute left. You can go over a little bit if
4 you need to. I'll just let you know, and I can warn you if
5 necessary.

6 MS. MARKKANEN: Okay. My name is Marianne
7 Markkanen. I live at 20613-12th South in SeaTac above
8 the -- I live below the third runway.

9 When I bought the house in 1999 no Realtor mentioned
10 the -- I knew there was Runways 1 and 2, but I had no idea
11 there was going to be a third runway built. When the third
12 runway was built, we were told that it would just be for
13 overflow. I now hear at least 50 to a hundred planes come
14 over, especially between the hours of 7:00 to 11:00.

15 My cable reception is bad. My cell phone reception,
16 everybody that comes to visit me says I have the worst cell
17 phone reception. It's affecting my hearing. Once a year I
18 have to get my house washed because of the jet fuel
19 emissions that come down on my vinyl siding. And I have --
20 if I leave my car outside, in the morning there's all kinds
21 of crap that comes down from the airplanes.

22 And it's basically the air quality that I'm concerned
23 with. And also, I understand that even though there's noise
24 monitor little boxes in the area that there's nothing that
25 captures air quality, what's going on with the air quality.

N10-5 N5-2

52-1
53-1
1 And that's one of my main requests for this, you know,
2 environmental study, is to -- I understand there are some
3 air quality monitors, but they're like a ways from the
4 airport. And those of us that are affected are right by the
5 airport right under the runways.

N10-1
6 The Port has already cut down thousands of trees; you
7 know, we protested that. The trees catch the emissions.
8 They claim that they had a complaint from a pilot that it
9 was not safe, so they went ahead and cut down all these
10 trees.

N3-7
11 So I want to see out of this SAMP something for the
12 community. I was told back about five years ago that my
13 house was too young for a third -- three-pane window
14 program. I feel that the amount of volume that they're
15 anticipating for this airport, that that program should be
16 aggressively started.

52-1
17 We need to see that the Port and the FAA care about the
18 community. Right now all I see is that the plan is for
19 increased volume of passengers, more building and making the
20 airport larger. And they're going to do all of this
21 increase with three runways. I don't get it. We've needed
22 a regional airport for years, and I don't see any plans on
23 the books for a regional airport. New York has JFK,
24 LaGuardia. We need -- for the increase, we're the ninth
25 biggest airport in the country, we need another regional

1 speaking.

2 And your name is?

3 MS. MARKKANEN: Marianne, M A R I A N N E,
4 Markkanen, M A R K K A N E N.

5 HEARING OFFICER PHILIPSEN: And can you give us
6 an address, please?

7 MS. MARKKANEN: 20613-12th Avenue South in
8 SeaTac 98198.

9 HEARING OFFICER PHILIPSEN: And an email
10 address?

11 MS. MARKKANEN: M, and my last,
12 markkanen@comcast.net.

13 HEARING OFFICER PHILIPSEN: Thank you.

14 So now you have three minutes. I'll time you.

15 MS. MARKKANEN: I'm making a statement because
16 I live underneath the third runway. When I bought the house
17 in 1999, I had never lived that close to the airport before.
18 No Realtor told me about the third runway.

19 Fast-forward, the third runway is built right over my
20 roof. We were told by the Port that it was going to be only
21 for overflow. Now between eight and eleven -- at times, the
22 planes fly over one a minute. How they can come that fast,
23 I don't know. But the roar of the planes creates a cloud of
24 pollutants, so when you step outside of my house, you smell
25 jet fuel fumes. The berries in the area don't grow. I have

NS-1

NZ-1

1 to have my house washed off every year; I have plastic
2 siding. It's because of the amount of stuff coming out from
3 the sky from the planes.

4 I'm worried about my health. I don't see any studies
5 being published about the effect of the airport and the
6 increase on my health. And I feel that the community has
7 been consistently lied to. And there's no trust, very
8 little, between the people and the Port of Seattle.

9 We need another airport; we need another runway to
10 accommodate all of the changes that -- of the increase in
11 the volume of the planes. But basically, I live daily with
12 the roar of airplanes over my head, which affects my
13 television reception, cell phone, computer reception.

14 So that's why I'm here.

15 HEARING OFFICER PHILIPSEN: Are you finished?

16 MS. MARKKANEN: Yes.

17 HEARING OFFICER PHILIPSEN: You're under time.

18 Thank you very much.

19 MS. MARKKANEN: You're welcome. Thanks for
20 being here.

21 HEARING OFFICER PHILIPSEN: It's a pleasure.

22 MR. THOMPSON: Hi. There's about three things
23 that really -- two or three things that really concern me.

24 One is, we have an ultrafine particle study being done at
25 the University of Washington. That is due to be completed

NZ-1

52-1/N10-5/N10-7

511-3



COMMENT FORM

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Comments must be received by September 28, 2018.

S11-23

Sensitive Population

are you studying the impacts of aircraft noise on elderly citizens and children in schools?

S8-2

Are you studying the impact of increase of prop aircraft noise on property values

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: MARIANNE MARKKANEN

Address: 20613 12th Ave

Seattle WA 98198

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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S11-23

Social & Community Services
are you studying the ~~and~~ ^{uni & ve} impacts of
aircraft noise on elderly and children in
schools?

S2-1

are you studying the benefits of a regional
airport? The Port has refused to join calls
for siting a regional airport now.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: MARJINE MARKKARIN

Address: 20613 12th ave So.

Seattle WA 98148



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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S11-18 S3-1
S12-24 S7-2 S4-3

Effect on environment Noise pollution, Air and water pollution.

Quality of life for residents.

Hazardous materials.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Robert Maurus

Address: 2218 S. 336 St.

Federal Way WA. 98003

1 it. Thank you very much.

2 HEARING OFFICER PHILIPSEN: With that, I open
3 this phase of the hearing for James McCartney. And you have
4 three minutes and I'll be timing you.

5 MR. MCCARTNEY: Okay. I have lived in the same
6 house on Star Lake since 1988. I was never underneath a
7 flight path that used to run parallel to Pacific Highway
8 South. And now in the last couple years you have been
9 flying over my house, and this last Sunday I had four
10 flights over my house, dead center, about 700 feet up. I
11 believe the correct solution is not to cram more flights
12 into this airport, or more runways. Build a new runway
13 somewhere else, either as it was proposed in the '90s, east
14 of Bellevue, or north, expanding Everett airport, or go
15 south of Olympia or use Bremerton because this is noise
16 pollution.

17 I am woken up at 3:00 in the morning, usually, 2:00 in
18 the morning, because the flights start at 11:00 over the top
19 of my house, and they don't stop until about four in the
20 morning. And I have a concrete tile roof that rattles when
21 these planes are going over. So there's two tons of
22 concrete over my head with the fear of it crushing me
23 because of the vibrations of these planes.

24 It would be advisable they go somewhere else; otherwise
25 I will be insisting that the Port of Seattle pays for

N3-1

S2-1

N3-1

N3-2

N3-2
1 quadripane windows and closed cell phone insulations to
2 deaden the sounds, because the more panes of glass, the more
3 insulation in sound reduction happens. But my best solution
4 is to have a contractor that I choose to put it in, since
5 the jobs done for the Burien and Des Moines area seem to be
6 failing and have a lot of subpar contractors put it in, and
7 they're having mold remediation problems. And the
8 quadripane windows that were installed there are failing
9 now.

10 That's my nutshell, I guess. I don't know. I was
11 trying to cram it all in.

12 HEARING OFFICER PHILIPSEN: You're under three
13 minutes.

14 MR. MCCARTNEY: Go build it somewhere else is
15 basically it. I was never under a flight path. And it
16 starts about 11:00 to 3:00 in the morning, and my health is
17 affected through sleep. These bags aren't from work; it's
18 from not being able to sleep. So thank you.

19 HEARING OFFICER PHILIPSEN: It is now 8:25, and
20 there are no other speakers signed up to speak. I am
21 officially closing tonight's oral comment portion of the
22 scoping meeting.

23 (Public meeting concluded at 8:25 p.m.)
24
25

COMMENT FORM

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N3-5
N3-7
N3-2
N2-1
N3-6
S2-1
There **NEEDS** to be a **CURFEW** on **ALL** Flights in/out of SEATAC. Being Woken up at 1am-3am by flights Over my house - Making my concrete roof tiles Rattle is Unacceptatable!
You SEATAC Airport will need to supply ME and my neighbors new quadruple-pane windows to muffle the sound and fill my Attic with Close-Cell 'spray in' insulation. The **NOISE** level is unacceptatable! I shouldn't have to turn my TV to MAX just to watch the news at night. My Health is at risk with the soot deposit on my house, it affects my allergies. And my car needs to be washed constantly. I can No Longer get a 'Healthy-Normal' nights sleep! Being woken up constantly at 1am, 2am, 3am, 5am is Unacceptatable!
Go Build a **NEW** airport somewhere **ELSE**, like Everett!

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: James McCartney

Address: 27842 38th PL S

Auburn WA 98001



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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N3-7

N4-1

N3-1

If SEATAC Airport is going to continue to spread NOISE POLLUTION further out from the Standard Flight Path that was to run parallel to Pacific Highway. At all hours of the day and well into the late hours of the night! Port of Seattle WILL HAVE to buy us NEW Quadruple-pane Vinyl WINDOWS AND Closed-Cell Spray-In Foam Insulation! By a contractor of my choice, because the contractor you hired for the same Noise-Cancelling work in Burien & Des Moines, ALL Their work is FALLING Now and needs to be redone. So You hired the lowest bid, so the work was subpar. With ALL Your Late Night Jet Flights starting at 11:00pm and going constantly thru to 3 & 4am! it IS affecting my health! I haven't had a decent night sleep in the last year. So my health and work is suffering! This is unacceptable. Jet Planes NEVER flew OVER the top of my house before!

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: James McCartney

Address: 27842 38th Pl S.

Auburn WA 98001

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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N3-1

I have lived in this house since 1988. The Flight Path for Sea-Tac Airport was parallel to Pacific Highway South. In the last few years the flight path is been getting closer to Star Lake. And NOW you are flying directly over my house, with Jet airliners at FULL throttle. On Sept. 16, 2018 at 2:12pm, 2:14, 4:32, 4:35pm, I watched these 4 JETS take off Full Throttle over my house at about 700 feet above my house. The NOISE is deafening! The noise level is unhealthy, and the exhaust is dumping soot on my cars. So the pollution is also UNHEALTHY.

N2-1

The take off NEED to STOP at 11:00pm! Because You send out flight after flight OVER MY HOUSE, starting at 11pm going to about 3am!

N3-5

My health is being affected by constantly being woke up by the Jet Planes!

N3-6

Build a NEW airport somewhere ELSE! Do NOT add MORE traffic

S2-1

to SEATAC. Build it South of Olympia or Bremerton. Expand the Everett airport!

Submit comments to: Port of Seattle Needs to Stop The GREED for money and put an Airport SOMEWHERE Else.

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: James McCartney
Address: 27842 38th PLS
Auburn WA 98001

From: Mike McDowell
To: SAMP Public Comments
Subject: Public Scoping Sea Tac / Sustainable Airport Master Plan
Date: Friday, September 28, 2018 10:48:16 AM

N3-6 / N3-1
I am a long time resident of Seattle's Beacon Hill. I purchased my home in 2012. At that time the aircraft noise was tolerable and not a huge nuisance. I and my neighbors could sleep with our windows open at night during the summer and most of the time be able to converse on the street without interrupting the conversation because of the aircraft noise. At that time and up until a few years ago the aircraft noise was predictable and somewhat tolerable. It would start each morning and generally subside by 10am. The same was true for the evenings, it was generally quiet by 10pm and you could generally rely on 6 to 8hrs of relative quiet each night. That is definitely not the case now. We can no longer sleep with our windows open (My wife and I have resorted to wearing earplugs and purchased a "white noise" machine because the noise is non stop each night WELL past midnight...365 days a year. It's impossible to get a good night's sleep. Aircraft noise is what we hear when we go to bed...and what we wake up to each and every morning...365 days a year.

The noise affects my 6 yo daughter's sleep and has had breathing problems. She attends Beacon Hill elementary which is a block away and the entire school is subject to the same noise.

N3-1
With all those planes comes the pollution fallout...we have black soot on our cars, window sills etc. Which we ALL are breathing.

N3-3
We can no longer enjoy being outdoors...it's NEVER peaceful in our neighborhood because of the constant aircraft noise. The aircraft noise is equivalent to a hair dryer being turned on (this is Greener Skies / Next Gen's own wording when it comes to the "level" of noise from the overhead aircraft)

I attended the meetings a few years ago when both programs were announced (The first meeting was in BALLARD The public outcry was so loud that subsequent meetings were held in the Beacon Hill area. The end result was at the "final" meeting as per the FAA official "go home...this is going to happen..there is nothing you can do about it"

54-3
Total air operations are at 416,000 as of 2017...the math on those numbers is that 1,100 flights a day are flying directly over Beacon Hill.

Increase to 480,000 in 2027. Increase to 540,000 in 2034. Beacon Hill has seen its quality of life eroded because of the aircraft noise and in my opinion soon be unlivable.

N3-1
With the advent of increased passengers... and particularly Greener Skies / Next Gen programs we've seen the air space over Beacon Hill compressed to where we have air traffic overhead...non stop...24hrs a day. As I write this there have been aircraft take offs occurring every 20 to 45 seconds FOR HOURS since 5am....it's 10:30am. It's inhumane....it's stressful.

N3-2
None of the goals in the SAMP address impacts of air and noise pollution under the flight path. This needs to be taken into account.

Flights need to be spread out over the ENTIRE Seattle area in a fair and equitable manner... not compressed over Beacon Hill.

The SAMP plan needs to include alternative flight paths. (on a side note...when the Blue Angels are in town air traffic is diverted away from Beacon Hill so IT CAN BE DONE)

Air and noise ground studies need to be conducted

Mitigation

Sincerely, Mike McDowell
1813 12th Ave So, Seattle, 98144

N10-37

From: Quiet Skies
To: mceachel@aol.com; [SAMP Public Comments](#)
Subject: Re: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 12:18:02 PM

Dear Mr. Rybolt, Please see Ms. McEachern confirmation regarding submission of 10 individual public comments submitted to the Port of Seattle on SAMP Scoping.

Ms. McEachern, We agree the event was very diverting. Thank you for attending and supporting the 10 related scoping request that need to be included in the Port of Seattle SEPA EIS and NEPA EA.

You will receive a response from the Port of Seattle regarding your 10 public comments attached in this email chain.

Kind Regards,

Sheila Brush
Quiet Skies Puget Sound

"Hearing it? Breathing it."

On Thu, Sep 20, 2018 at 11:55 AM Laurie McEachern <mceachel@aol.com> wrote:
Sheila,
I'm so sorry - that was a very distracting evening! Yes, that was my submission.
Thank you!
Laurie McEachern

On Sep 19, 2018, at 5:22 PM, Quiet Skies <quietskiespugetsound@gmail.com> wrote:

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Ms. Laurie McEachern of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Ms. McEachern be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Dear Ms. McEachern, Please confirm this form to be your submission, sadly you forgot to sign it, but did initial and provide your contact information. Thank you!

Kind Regards,

Quiet Skies Puget Sound
Team Member

<Scoping_Comment_McEachern.pdf>

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

Comments must be received by September 28, 2018.

52-1 THE INCREASED NUMBER OF TAKE-OFFS +
LANDINGS CAN BE REDUCED BY SEPARATING
CARGO + PASSENGER OPERATIONS. AIRCRAFT
ARE STACKED UP MUCH CLOSER ON APPROACH
TO NECESSITATE THESE INCREASES, CAUSING
SAFETY + NOISE CONCERNS - MORE NEIGHBOR-
HOODS WILL BE IMPACTED BY NOISE + JET
POLLUTION.

AT SOME POINT A SATURATION POINT
WILL BE REACHED. PLEASE CONSIDER SENDING
CARGO FRIGHTS ELSEWHERE!

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: LAURIE McEACHERN
Address: 6015 227th STR, #408 SOUT.
DES MOINES, WA. 98198

From: Laurie McEachern
To: [SAMP Public Comments](#)
Cc: [Laurie McEachern](#); [Dayna Anderson](#)
Subject: Increased Take-offs & Landings
Date: Thursday, September 27, 2018 7:19:24 PM

Dear Mr. Rybolt,

While I have the universal concerns regarding the noise and particulate pollution, I have an additional concern relating to safety. I spent 44 years flying as a flight attendant with Pan Am and United, the bulk of it flying internationally, and have experienced my share of "go-arounds", blown engines and air pressure problems.

NID-4 [I live in Des Moines and watch aircraft on final approach. For the first time in my life I've become fearful living so close to the airport. While I know the approaching aircraft are landing on different runways, the distance between the approaching aircraft, often stacked up for miles, leave little maneuver room in an emergency and necessitating a possible increase in "go-arounds". While NextGen may be good for airline/airport revenue, it will also be detrimental to the health of a greater population living near the airport because more aircraft will be routed over more neighborhoods.

I'm sure you've calculated the risks, but I'm sure you never thought an airline employee would steal an aircraft either!

Sincerely,
Laurie McEachern
601 S 227th Str., #408 S
Des Moines, WA 98198

206-824-8101

1 right over this building, hit the Boeing Distribution
2 Center, and then they have to veer towards the west to get
3 to the runway and land. And to verify this, we'll go to the
4 perimeter road and watch the planes. And they're coming
5 over this building and then veer off to land. The worst
6 ones are the big jumbo jets and the air cargo.

7 So I guess my thing is, if you could just get the
8 airport to tell the pilots to stay on their original course
9 over 20th or 18th until they get to 128th, which is the end
10 of the clear zone, then they can go wherever they want.
11 Somebody in the other room says it's five miles out. So the
12 planes are violating that rule, if it's an FAA rule.

13 But we just wanted to say you could take care of a lot
14 of noise mitigation problems just by -- just moving it over
15 slightly, where it used to be since 1946 till 1975.

16 MS. MCLEES: I moved in there in my house,
17 which is two blocks over, about 40-some years ago, and when
18 I was outside, you could hear the planes, fine, but you
19 could still talk. You go in the house, you couldn't hear.
20 Now I have to turn the TV up even with the doors and windows
21 closed when I'm in the house because they're coming so
22 close, I can read the bottom of the Delta plane when it goes
23 over.

24 So one day I was out working in the yard, and an Alaska
25 Airline plane was really off course; it came right over my

S2-2

1 head, and it scared me to death. But I wish they'd stay
2 where they belong. I've had four windows replaced from the
3 Port, and two more are cracked. I mean, probably two of the
4 ones they replaced.

5 So that's all I have to say. I just wish they'd stay
6 where they belong.

7 MR. CHRISTOPHERSON: Thank you for your time.

8 HEARING OFFICER PHILIPSEN: Thanks to both of
9 you, yeah.

10 I welcome you to give your three minutes of comments,
11 and I will keep time for you.

12 MR. YEREMEYEV: Cool. Thank you.

13 And I'm Aleksandr Yeremeyev, City of SeaTac economic
14 development. My comments, as far as the scope of the
15 environmental impact study, is more on the ground
16 transportation accessibility and logistics; meaning people
17 who are coming to the airport, they come from all over the
18 region, and they use certain means for transportation access
19 points or infrastructure, if you will, highways and freeways
20 and entry points, side streets, and other ways of getting to
21 the airport. And so the impact study should include a broad
22 geographic area because of the transportation coming in and
23 then going out again.

S6-2/3

24 The main concern with that being the gridlock that
25 could potentially be a result of the increased growth, and

From: rebecca megal
To: [SAMP Public Comments; INFO@OutletSkiesPugetSound.org](mailto:INFO@OutletSkiesPugetSound.org)
Subject: Sustainable Airport Master Plan (SAMP)
Date: Friday, September 28, 2018 2:47:11 PM

To whom this may concern,

428-113

Please do the necessary studies on all environmental impacts for the Sustainable Airport Master Plan (SAMP). Do not move forward with a plan until you have all the facts on the impact to the region.

Thank you.

Regards,
Rebecca Megal
Seattle, WA

CATHERINE "KITTY" MILNE
11913 - 27TH PLACE SW
BURIEN, WASHINGTON 98146
206-248-2549

September 11, 2018

Comments with regard to the "Sustainable?" Airport Master Plan

S2-1
The SAMP is calling for doubling the growth of both passenger and freight air traffic at SeaTac Airport through 2027. The first question to ask is "Who gave the Port of Seattle the authority to use SeaTac Airport to provide for all the national and international air transportation needs of the State of Washington, let alone Puget Sound? Just because more people are coming to Washington isn't a suitable answer. There are other ports around the Puget Sound area who are more than capable of providing for air transportation needs like: the Port of Everett to serve people north of Seattle, the Port of Bremerton to serve people across Puget Sound, the Ports of Tacoma and Olympia to serve the south end of Puget Sound, and of course Moses Lake, Tri-Cities, and Spokane in Eastern Washington. Using these other airport locations lessens the travel time for travelers and spreads out both the air and road noise and congestion from already heavily congested areas.

S4-7
The continued expansion of SeaTac Airport in its limited footprint is absurd, not to mention that the thought of doubling the impacts of increased airplane and road transportation noise and air pollution to the people and environments in the communities around SeaTac airport borders on being evil. The Hwy 509 and Hwy 99 corridors already have combined road and airplane noise levels over 70 decibels, the highest in the whole state, and this noise has never been mitigated. Noise mitigation will be a poor tool anyway when airplanes will be arriving and leaving every few minutes. What is your plan for noise????? People will never be able to enjoy being outside without the constant noise of airplanes day and night.

N10-6 S6-2 S5-1 S2-5 N5-2
SeaTac Airport has added 97,000 flights in just the last four years using the 3rd runway, which was supposed to be used only in inclement weather. This has resulted in many communities who never had any airport noise, to now experience noise around the clock!! The SAMP proposes NO LIMITS ON THE USE OF THE 3RD RUNWAY, which is in violation of its previous permissions. In order for more planes to take off and land simultaneously, precision is required for EVERY take off and landing and safety becomes an overriding issue. Planes also have to cross 2 runways to access gates. NO scientific studies have been made by the POS of the impacts of doubling the noise and air pollution and CO2 emissions on the health of people, animals, plants, and water near the airport. NO studies have been made of doubling the road transportation impacts of getting to SeaTac from the North, South, East, and West highway corridors. Anyone who travels knows it is barely possible to not only get into the airport now, but also to navigate the aisles and passageways of the airport once you get in!! Instead of adding more business places to spend money, how about building some moving walkways to help people navigate your long corridors, especially for the elderly, families with children, and the handicapped.

It is my hope that there are people of integrity making decisions for the POS and the FAA and the continued assault of noise, air, and safety pollution on the communities surrounding SeaTac Airport will stop and new places for air transportation will be developed quickly.

Catherine Milne

1 SENATOR MILOSCIA: Yes, I am.

2 HEARING OFFICER PHILIPSEN: Okay. Senator Mark
3 Miloscia, 30th District.

4 SENATOR MILOSCIA: My name is Mark Miloscia,
5 30th District. I'm also a resident here in Federal Way with
6 my house directly under the flight path. I'm also a former
7 Air Force pilot, living on many Air Force bases, so I'm
8 familiar with airport noise and ways to lessen it.

9 I've been involved with this issue for 18 years in the
10 legislature, and in fact, I've sponsored various bills and
11 budget provisos, as you've heard from other comments, trying
12 to aim at reducing this great, what I call, health and
13 quality alike problem that we have here in south King
14 County. I can tell from just my own living here and from
15 the literally hundreds, almost thousands, of comments I've
16 received personally from residents and friends,
17 acquaintances about how bad the noise is here.

S12-2
S12-7

18 A better job must be done by the airport working with
19 the FAA on changing the flight paths; not just working on
20 insulating some certain buildings, but working on the flight
21 paths and working on the airlines to -- and get noise
22 reduction that really works.

23 I have the sense that you are not -- you are not
24 listening to the voters. I talked to a lot of folks that
25 they need better outreach from the airport. I very much

512-7
1 appreciate this outreach session right now, where you're
2 taking people's comments in multiple formats, but more needs
3 to be done. And I would hope the Port works specifically
4 with the local elected officials and state officials on this
5 issue.

6 So with that, I hope we can work together and reduce
7 noise, which is -- which is, again, a burdensome quality of
8 life issue for everybody down here in south King County.

9 HEARING OFFICER PHILIPSEN: Thank you, Senator.

10 SENATOR MILOSCIA: Thank you very much.

11 HEARING OFFICER PHILIPSEN: Now we are opening
12 the hearing comments for Carol Sabotka.

13 MS. SABOTKA: I'm Carol Sabotka. I have been a
14 resident in Federal Way since 1972. And at that time, the
15 airport only had, I believe, two runways, and so the amount
16 of traffic and air noise that you heard of the planes was
17 minimal.

18 Since that time, I do know that a third runway has been
19 put into effect. And, you know, it took it a while to get
20 it completed, but now it is operational. And I understand
21 that part of the reason that we're having this discussion is
22 that they're considering increasing the amount of traffic
23 that's going to be through Sea-Tac Airport.

54-3
24 I am greatly concerned about that for two reasons; the
25 first one is the noise. The second one is, I happen to have

1 three grandchildren who have considerable chronic illnesses;
2 two of them have cystic fibrosis, and the other one has
3 Crohn's disease. And I do live at Lakota Beach, which is on
4 the waterway on Puget Sound, and consequently, we get a lot
5 more of the traffic than some other areas do.

6 I'm concerned, besides the fact that it's noise
7 pollution, I believe there's also air quality that's being
8 disrupted by the number of planes that are going. I just
9 happened to notice that there were more recently, but I
10 wasn't keeping track. But I knew I was coming today, and
11 there was a plane that went over at 2 a.m. And I just do
12 not recall before the third runway that we had such a
13 problem with traffic that would disrupt someone's sleep. I
14 do believe that that's a disruptive thing to everyone's both
15 emotional and their physical health.

16 Yeah, I think I'm good, other than -- can I give you my
17 address? Okay. I live at 30213-33rd Avenue Southwest in
18 Federal Way. It is at Lakota Beach, and I've been there
19 since 1995.

20 HEARING OFFICER PHILIPSEN: Thank you.

21 SENATOR MILOSCIA: I forgot to mention
22 something.

23 HEARING OFFICER PHILIPSEN: Okay. You have
24 another turn, then.

25 All right. Senator Miloscia has returned for some

1 further words.

2 SENATOR MILOSCIA: I need about another
3 30 seconds.

4 HEARING OFFICER PHILIPSEN: You have three
5 minutes if you want.

6 SENATOR MILOSCIA: My name is State Senator
7 Mark Miloscia from the 30th District. What I failed to
8 mention previously is we also need to look at the health
9 effects of airplanes' particulate chemicals from exhaust and
10 airplane use. That is also an important issue to the
11 constituents in my district, and we need real data on the
12 effects of that and ways to mitigate particulates and also
13 those chemicals along with, as I said previously, the noise.
14 And this involves, again, working with the FAA and airplane
15 manufacturers, engine manufactures, and the way we do the
16 flight paths to make sure we minimize the effects of all
17 these harmful chemicals and noise as much as possible.

M-
S-
S

18 And with that, I conclude my talking. Thank you.

19 HEARING OFFICER PHILIPSEN: Thanks. Now I am
20 opening the comment period for John Raymer. Thank you. And
21 you have three minutes and I'll be timing you.

22 MR. RAYMER: Okay. Yeah, I have two primary
23 concerns. I know a captain for one of the big three
24 airlines, and he says Sea-Tac is already a hazardous
25 airport. He gets multiple collision warnings with the --

N10-4

1 will follow up with that in writing.

2 And those are my comments this evening. More work to
3 do. Thank you.

4 HEARING OFFICER PHILIPSEN: Now it is your
5 portion of the meeting to make your oral comment and I will
6 time you.

7 MR. MITCHELL: I can start now?

8 HEARING OFFICER PHILIPSEN: Yes.

9 MR. MITCHELL: My name is Chris Mitchell. I'm
10 a resident of Des Moines, Washington. We live under the
11 second runway. We were told certain things several years
12 ago about the use of that runway, which really weren't true,
13 and we're very concerned about the -- very concerned about
14 the noise, very concerned about the pollution, very
15 concerned about the possibility of disease derived from
16 breathing the air when the jets go over.

17 I'm very much for Hyperloop. I'm supporting Ernie in
18 this one, in that it's clean, efficient, fast, does not make
19 noise, and is probably the wave of the future.

20 That's my comment.

21 HEARING OFFICER PHILIPSEN: Okay. Thank you.

22 MR. MITCHELL: Thank you.

23 HEARING OFFICER PHILIPSEN: And now I'll turn
24 it over to you, three minutes, and I will be timing you.

25 MS. MARKKANEN: Do you give me a -- when I'm

N3-3/N2-1
N10-10



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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Comments must be received by September 28, 2018.

S6-8
S2-6

Will the expansion affect the second runway? Will this increase traffic?

Hyperloop

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: CHRIS MITCHELL
Address: 22712 10TH AVE
S
DELMONTE

1 [you know, I just wonder about -- I asked them about the
2 alternative patterns of planes coming into the airport and
3 out and opening up the regional airports for like cargo and
4 stuff like that, to just make, you know, specialized
5 airports so it's not all happening in one spot.

6 What else? That's pretty much what my concern is. I
7 can detail it out on paper, but I didn't know what the
8 process was.

9 HEARING OFFICER PHILIPSEN: You have three
10 minutes and we'll listen to you and the court reporter will
11 take a record of them and I'll time you.

12 MR. MOORE: Great. Thank you.

13 HEARING OFFICER PHILIPSEN: Thank you.

14 MR. MOORE: I live directly in the path of
15 the -- of the airplanes that are coming from the north. And
16 we've observed a dramatic increase over the last -- in just
17 five years; we've lived there for almost 20 years. And our
18 biggest concern is that the level of noise and the level of
19 pollution is a known quantity, yet, there's not mitigation
20 to deal with that. So as the airport considers expansion
21 and growth, my request is that much more aggressive work in
22 terms of mitigation, rerouting, and other aspects be taken
23 very seriously.

24 That's all I had.

25 HEARING OFFICER PHILIPSEN: Good. Thank you.

COMMENT FORM

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N10-18 N3-6
N5-3
S1-3

As a city Councilmember - I've listened to a lot of concerns regarding this topic from the airplanes keeping my constituents up @ night to quality of life - it's all a ~~real~~ concern.

I oppose a third runway unless the FAA & the port of Seattle can come up with a good-win-win solution that addresses my constituents concerns.

The FAA needs to change their course and actually work with concerned stakeholders and develop a better strategy.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Martin A. Madra

Address: 1905 S. 36th Pl

Federal Way, WA 98003

N10-37

From: Sharon Morehouse
To: Quiet Skies
Cc: SAMP Public Comments
Subject: Re: Comment on the Sustainable Airport Master Plan (SAMP) Environmental Review
Date: Thursday, September 20, 2018 9:37:34 PM

Received, thank you.

On Wed, Sep 19, 2018, 6:43 PM Quiet Skies <quietskiespugetsound@gmail.com> wrote:

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Sharon Morehouse of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Sharon Moorehouse be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

COMMENT FORM

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2019 NID-8

DUMPING OF FUEL

BEADS IN FLIGHT OF ENGINES

DETCEING OF PLANES / RUNWAYS

ITYG - FUEL / RUBBER ON RUNWAYS / TAXIWAYS

COCKPIT ACCESS

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: BILL MORAN

Address: PO Box 68727

SEATTLE, WA 98168



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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Comments must be received by September 28, 2018.

Several items:

56-10

① 170th Access to the airport is a major access - It must be left open. Leave the cell phone lot where it is for quick and easy access.

54-15

② Hire an independent firm - not hired by either the Port or FAA conduct the studies on noise impact on residents living near the airport

53-8

③ Particulate matter caused by aircraft

55-4

④ Research on the occurrence of certain diseases as they apply to neighborhoods impacted by air

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Sheila Murray

Address: 815 S. 216th St

Des Moines, WA 98198



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
SEATTLE-TACOMA INTERNATIONAL AIRPORT

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Comments must be received by September 28, 2018.

57-1 traffic (D) impacts on water quality as it is impacted by chemical usage and runoff from de-icing and Aviation fuel (E) Educational impacts on children in schools (F) Health impacts on senior citizens that reside in several large retirement centers

51-23 (3) Refer to studies already completed or currently underway such as the groundwater matter driven @ the UofW

511-3 (4) Stop spending \$ on this and get moving on a regional airport. NO OTHER major metropolitan area in this nation is running on one airport. Get politics out of it and saving

52-1

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Shel Murray
Address: 815 S. 216th St.
Des Moines 98198

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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Comments must be received by September 28, 2018.

N2-1 N3-1
N3-17
N4-1
S2-1
N10-17
S11-17

Impact of noise, air quality when from
near flight path. Will deterioration to result
be affected in an expanded area? Health
hazards of increased noise.

Airport is located in densely populated area -
why not develop Everett or Olympia for some
flights

Will you share data from the EIS on how much
of airport has started land use due to
projection increase in flights.

Will you proceed w/ project for public opinion?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Tina [unclear]
Address: 165 S. 33rd St
Federal Way, WA 98003

From: Regina Mutter
To: SAMP Public Comments
Subject: SAMP Comments
Date: Saturday, September 15, 2018 9:03:08 PM

Hello,

I am a long time resident of Normandy Park, a neighboring city to SeaTac airport. I grew up in Burien, and have lived my entire life in the Seattle area. I somewhat understand the demands and pressures (as well as benefits) of economic growth and population growth in the region.

My comments are as follows:

S2-1 1) This is a **systemic issue for the Puget Sound region** and should be studied accordingly. During this scoping process, it would be most effective **to see evidence of the Port of Seattle working collaboratively** with other governments and agencies **from Olympia to Everett.**

S6-2 2) Growing SeaTac airport, with additional terminals, is NOT the only answer to accommodate current demands as well as predicted future growth. **The surrounding infrastructure is insufficient to get future travelers in/out of the airport via I-5, 518 and even 509.** Have you seen the back-ups to I-5 during peak travel times (especially holiday period in November and December)??

S8-5 You can make the airport BIGGER but how are you going to get travelers in and out, safely and effectively without totally destroying Burien, DesMoines, SeaTac and Normandy Park neighborhood communities and environments? You will need more roads - more lanes to existing freeways - which means displacing more people and businesses.

S2-1 An alternative concept to explore is to **grow additional/existing smaller regional airports such as Paine Field in Everett**, and possibly additional new airport in Olympia, rather than concentrate all travel at SeaTac - (similar to the number of airports in Orange County, CA) to distribute the air traffic, and corresponding free-way traffic. While this may not be in the best interest of the \$\$ for the Port of Seattle, it may be better for the region as a whole.

thank you,
Gina Mutter

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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N4-1

Our hearing is affected by the noise of air planes. Our blood pressure can go up w/ the noise. This doesn't help America be strong. Working together is the best way to solve these issues. We must learn to listen to one another. If I was only concerned about myself - it would be selfish. Our children, grand children + great grand children will breathe the air in the U.S.A. long after we are dead + buried. Not a good choice on our part. Technology should improve our lives not threaten our health.

N10-26

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Roberta Needles
Address: 816 So. 216th St. T323
Des Moines, WA. 98198

COMMENT FORM

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N3-6
N4-1
I am 70 - not deaf - I sleep w/wax earplugs +
I still hear the planes! Too loud - Too often!
They interrupt my sleep, my conversations in person + on
the telephone. They keep me awake. They keep me
from hearing complete dialogue on TV. There is
no airport job or airplane that is more important than
our health. I have had a sinus infection since Oct. 2017
+ a lung infection the same. Meds do help but expensive.
We all need to breathe. No ones job or economic growth
of Seattle is more important than our health.
If Moses Lake can be part of the solution go for it.
Do not compete w/other cities - we need to be
who we are. We don't need to be greedy.

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Aviation Environment and Sustainability
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SAMP@portseattle.org

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Des Moines, WA 98198

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S12-1

N3-3

I was present tonight at the
 meeting and that was one of the 1st
 people who was learned to see
 a lot of so many things that
 very close to the airport. I live at home
 which is a 10-minute walk from the airport
 park. I use the airport for my
 recreation and travel. I
 would like to see the airport
 expanded to make the airport
 more efficient.

Submit comments to:

Mr. Steve Rybolt
 Port of Seattle
 Aviation Environment and Sustainability
 P.O. Box 68727
 Seattle, WA 98168
 SAMP@portseattle.org

FROM (Please Print): Scott A. Hedges
 Name: _____
 Address: 810 25 31st St SE
Tacoma, WA
98412

COMMENT FORM

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S12-19

I. AGREE! Environmental study essential

II. EXPANSION ESSENTIAL!

III. QUESTION ON CARGO PLAN:

- Has consideration been

given to the availability of
the MOSES LAKE AIRPORT as a

CARGO RECEPTION SITE?

N10-27

Positives: 1. FORMER AIR BASE -

2. LONG RUNWAYS.

NEG: COST OF HAULING CARGO BACK TO THE WEST?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: FRANK E. NEEDLER

Address: 816 S. 216TH. BL., T3013

PH. 206-870-8323

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
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S12-1
N10-1
 I'm concerned that I don't think I saw anyone over 40 - maybe 45. They're all so proud to have a job a career + prestige. They seem to have no vision for the future. Stewardship of the earth is every citizen's duty. Cutting down old trees, which do a lot for the fresh air is wrong. Planting new trees - small trees is not a replacement. When I was in 8th grade I-5 was not here. They cut down all the trees ^{cost} ~~cost~~ \$999 million and built a freeway which is now a parking lot of heavy traffic. Air planes + even more pollution in the air than cars. If we care about the earth + atmosphere then we have to care more for the earth than our jobs.

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Aviation Environment and Sustainability
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Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Roberta Needles
Address: 816 So. 216th St. T 323
Des Moines, WA 98198
206-870-8323

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- 511-4
511-1
54-4
54-5
55-2
52-1
- 1) Include study of health + environmental impacts from increased aircraft operations that exceed estimated Near Term Operations.
 - 2) Include study of the health + environmental impacts from the already huge increase in overhead flights in all of Federal Way.
 - 3) Include a study of detriment to health due to sleep interruption under current flight path over all of Federal Way.
 - 4) Include all studies worldwide since 2000 that explore or hypothesize any association of poorer health or environment with overflights of airplanes.
 - 5) Include a study of difference in anticipated health + environmental effects if Sea-Tac didn't expand but Paine Field, Everett, Moses Lake + Centralia airfields were expanded instead.

Submit comments to:

Mr. Steve Ryboit
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Allen Nelson

Address: 32904 47th Ave SW

Federal Way WA 98023

COMMENT FORM

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S11-

15
4
1

Hi there; why has there been no study of what's already happened? How does the Port intend to study the human health & environmental impacts of the thousands of new flights already added in the last 4 years? Please include a complete assessment of the human health & environmental impacts including from noise & emissions for the 97,000 aircraft overflight ops growth from the last 4 years. Have you considered sensitive populations in your assessment? Overhead noise really does bother humans as well as animals whose ecological position has already been disrupted. There are multiple retirement communities under the flight paths & surrounds of the airport - reducing this noise is imperative for the health of us all.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: KATE NELSON
Address: 1300 SW Campus Dr.
Apt 11-4
Federal Way, WA 98023

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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- N2-1
N3-4
N3-1
N3-14
N4-9
- 1) I am concerned about chemical pollutant studies from overhead planes. What studies are planned? What studies have already been done in King + Pierce County?
 - 2) I am concerned about particulates (including ultrafines but also larger particulates + their effect on lungs (See congestive bronchitis in Afghanistan + Iraq vets). How will you study this? How will you compare "our" results to known problem areas?
 - 3) Noise - too loud, too frequent. Effect on birds, animals, human sleep disturbance + health. You need more decibel meters in Federal Way, a pattern to go both N-S on 1st Ave + east + west every 2 miles. You need to record highs along w/ noise averages.
- 27-1

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: MARGARET NELSON
Address: 32904 4th AVE SW
FEDERAL WAY, WA 98023

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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- 51-16 1) What's the hurry? What have you already studied & used to determine the environmental impact does not seem critical to you as opposed to us?
- 51-8 2) Are you only going to mitigate problems? If so, Federal Way already received no mitigation from the third runway. How will you deal w/ problems found?
- 51-8 3) You already have exceeded the # passengers expected in 2017. Shouldn't your graph be tilted even higher (rising to right)?
- 52-3 4) What is Sea Tac's capacity? Do you think we will reach it without terrible environmental consequences? I do!

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: MARGARET NELSON
Address: 32904 4th Ave SW
FEDERAL WAY, WA 98023

COMMENT FORM

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- 512-11
NS-4
55-1
512-13
- 1) Is it appropriate to continue to expand Sea-Tac in such a populated area. What about possible airplane crashes, fuel explosions?
 - 2) Please show the effects of the 3rd runway which was supposed to be a bad weather only runway but appears to be in constant use.
 - 3) What benefit to us in terms of human health would occur if you stopped expanding Sea-Tac but developed state air roads other parts of the state?
 - 4) How do the extensive runway aarp + 1 hrs + lights each plane affect us? What studies

Submit comments to:

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Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: MARGARET NELSON

Address: 32904 4th AVE SW

Federal Way, WA 98003

COMMENT FORM

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N3-7

N3-5

N3-6

S2-1

NOISE MONITORING BEFORE THE 3RD RUNWAY STOPPED AT SOUTH 250TH STREET. Will THIS AREA BE EXPANDED TO INCLUDE WOODMONT/REDONDO AREA? Will NOISE ABATEMENT PROGRAMS BE INSTITUTED FOR AREAS WHERE THE 3RD RUNWAY HAS PUT FLIGHTS DIRECTLY OVER HEAD? I AM EXPERIENCING HEAVY AIRCRAFT OPERATIONS AT 4 A.M., 5 A.M AND 6 A.M. BOTH THE LEVELS OF NOISE AND THE FREQUENCY ARE OF MAJOR CONCERN. WHY AREN'T WE HEARING ABOUT DEVELOPPING THE SATELLITE AIRPORTS OF PAYNE FIELD, OLYMPIA, OR MOSES LAKE AND BELLINGHAM? THESE ARE ALL VIABLE AREAS FOR GROWTH.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: DONALD NEWMAN

Address: 25130 MARINE VIEW DR. SE
DES MOINES, WA 98198

ZZNEWMAN@YAHOO.COM

COMMENT FORM

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N2-6
N4-1
What forward thinking measures to limit immissions while taxiing and approaching or backing away from the gates. At times the smell of fuel is so strong it triggers headaches and dizziness.

N2-6
N3-7
Will Port be looking at impacts over the past couple of decades to air quality and noise pollution and include offsets to the impact they are already making along with offsets for the additional impacts?

N10-8
I hear planes dump fuel before landing. Are there guidelines for this behavior?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Diane Numrich
Address: 16824 Silvester Rd SW
Normandy Park WA 98166

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N10-24

Seatac airport is a monster and expansion does not serve any of our communities. It only serves industry.

S2-1

The solution is obvious. Almost all other megalopolis have at least 2 regional airports. We need regional airports too. Paine Field is an obvious choice.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Steve Namrich
Address: 16824 Sylvester Rd SW
Normandy Park WA 98166



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N3-1

There seems to be changing plane patterns more frequently now. Are they due to added planes or something else.

In the evening there are many more incoming flights than there used to be, why?

N10-8

A friend has a boat at the Des Moines marina. They have a terrible time to keep it clean - due to fall-out from dumped fuel. What can be done to change that?

S2-1

When is another airport going to be built? And where?
Won't another terminal just increase our existing problems?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: _____

Address: _____



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- N3-3 1. it useless issues and Wesley Perkins
we are directly in the flight plan from
the airport.
- N3-1 2. The planes fly over every 30 seconds
- N3-1 3. The altitude is below what was usually
operated upon. Smells the plane is directly
over our roofs.
- N3-21 4. The noise is above the legal level
- N4-1 5. and above threat to hearing
- N3-6 6. Emotionally disrupting &
LESS NEARBY ARE FREIGHTS &

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: _____

Address: _____



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1-2-1 Build an Airport NORTH in the Everett Area. LA has several airports and they don't piss off the residents as much as Sea-Tac does

Submit comments to:

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P.O. Box 68727
Seattle, WA 98168
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FROM (Please Print):
Name: _____
Address: _____



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N10-27

1) More cargo to Moses Lake. Spend \$ marketing cargo. Use Hyperloop to move goods from Moses Lake to destination

N3-20

2) Build Hush House where cargo is at North Runway. Sleep deprivation during engine runups in middle of night. Runups at 10 pm, not 1-30-3:00 AM.

N10-1

3) Do not cut down Madrona trees. Do not top any tree. WSDOT said at Des Moines farmer's market, leave

N3-2

4) STOP all commuter flights over my bedroom ^{up there} house for past year. Lived in house 27 years. This year, sleep deprivation, raised blood pressure. Stop now!

N3-6

5. STOP all landings & take-offs of night flights.

N3-5

6. STOP all traffic between 10:30 AM and 5:30 AM.

N3-2

Submit comments to: THIS is common in airports around the world.

N2-1
N3-1
N6-2

7. Noise and air pollution worse ever in 27 years. Unacceptable

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Normandy Park WA
Address: 98166

N10-23
N12-29

8. Obtain trademarks from corporations before using on signage. ^{Commuter flights}



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N10-25

One way to reduce the amount of complaints of airport noise/emissions is to disallow residential development near airports. It seems that three different diets need to be in agreement for close-in residential development: (1) the greedy cities who want tax revenue — though they should be looking out for the health & welfare of their citizens (2) the short-sighted developers & lastly (3) the short-sighted buyers of properties in airport zones. All three have to be complicit for the scheme to work!

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: _____

Address: _____



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

Comments must be received by September 28, 2018.

52-1

I encourage the PSRE to make a master plan for ^{airport} congestion relief by creating smaller airports à la Southern California. No one wants to go to LAX when one can go to Burbank or Ontario or Orange Cty. Spread the noise/emission misery — and add convenience. (I am aware that Rainier Field will be opening soon for a few flights.)

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: _____

Address: _____

1 field. We work with the skills center and Highline Public
2 Schools and other school districts to make sure that
3 children have an option other than college which actually
4 provides them a pathway to a living-wage career. So we've
5 got kids that can -- that may not be on the college path
6 that can, in five years, go from earning zero to earning
7 \$80,000-plus a year with benefits for their families without
8 college debt and the burden of that.

5/2-9

9 So with that, I would just strongly encourage the Port
10 commissioners to look at these upcoming projects and be
11 smart about their allocation and make sure that we have an
12 overarching agreement that makes it a level playing field
13 for all and provides opportunity and pathways.

14 HEARING OFFICER PHILIPSEN: Thank you, Mr.
15 Weir.

16 Okay. Ms. Oliver, you have three minutes.

17 MS. OLIVER: Thank you.

18 I have lived here for almost 16 years. These last nine
19 months have been life in hell because of the environmental
20 effects of the airplanes going over my house. I sometimes
21 have them every 20 seconds. It's so noisy, you can't
22 hear -- you can't hear another person talking; you can't
23 hear yourself think; you can't sleep. You close all the
24 windows; it doesn't matter.

N3-1

25 So you get no rest; you get no time to focus on

1 thinking; you don't get to enjoy the environment. I have
2 two-thirds of an acre. The last thing I want to do is be
3 outside enjoying my yard, which I've enjoyed for 15 years.
4 Even being near the airport, I've coped with it, but the
5 change that has happened has been dramatically awful; it's
6 like living in hell.

N3-1

7 I'm going to have to speak personally because I know
8 there's great environmental issues for everybody, but
9 personally, I've never had respiratory problems in my life.
10 I've always been healthy. I have respiratory problems now.
11 I've had ear infections. I've had pus coming out of my ears
12 since these changes.

N5-1

13 My phone, I can't talk to anybody on the telephone at
14 my house. I'm disconnected every two seconds. Every time a
15 plane comes over my house, my phone disconnects; it's
16 terribly unsafe. If I had a business, I'd never be able to
17 conduct business.

N10-5

18 I would have to say my mental health is suffering
19 major. And I'm so upset, you can hear my voice shaking
20 because that's how upsetting it's been. I have been angry a
21 lot because my life is disrupted constantly with noise.

N4-1

22 I've been so depressed at times because there's no way out
23 of this. I've had my house up for sale for three months,
24 nobody comes to even look at it. Another beautiful house
25 with two-thirds an acre, nobody even comes. Property values

N6-1

1 in other places great; here, zero. A major investment that
2 I'm suffering from, as well. Is that environmental? I
3 think so. And I've got Port windows; it means nothing.

4 And I guess I don't know how close I am to three
5 minutes, but every other day I'm trying to clean to keep my
6 house clean for showing, and there's always filthy grime
7 every day that I'm cleaning up from the oil in the air that
8 we're breathing, the particles inside. It's the worst, the
9 worst. And the only way it's going to be better is if the
10 airport buys us all out. I can't think of anything that
11 will work because there's nothing that I can do to counter
12 the noise.

13 I'm done. Thank you for listening. But I'm on the
14 verge of a nervous breakdown because of it.

15 HEARING OFFICER PHILIPSEN: Thank you for your
16 comments.

17 Sir?

18 MR. ELLIOTT: Are you ready for me?

19 HEARING OFFICER PHILIPSEN: Yes.

20 MR. ELLIOTT: My name is David Elliott, and I
21 live west of the runway, slightly. And again, I've lived
22 here for almost 13 years now, and likewise, it was -- it
23 was -- I knew I was living near an airport, but it wasn't
24 bad. It would entertain my in-laws; they'd go out on the
25 front porch, and they'd count the approaching aircraft. But

From: DAVID E ORTMAN
To: [SAMP Public Comments](#)
Subject: Sea-Tac "Sustainable" Airport Master Plan Scoping comments
Date: Friday, September 28, 2018 1:00:59 PM
Attachments: [Port near-term airport expansion scoping comments 2018.pdf](#)

Attached are scoping comments on the Sea-Tac "Sustainable" Airport Master Plan.

Please provide an email reply that you have received these comments. Thank you.

David E. Ortman
Attorney-at-Law
7043 22nd Ave N.W.
Seattle, WA 98117

Sent from [Outlook](#)

September 28, 2018

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168

Via email to: SAMP@portseattle.org

RE: SAMP Environmental Review

The following are comments on the SEPA Determination of Significance (DS) and Request for Comments on Scope of SEPA Environmental Impact Statement (SEPA EIS) and National Environmental Policy Act Environmental Assessment (NEPA EA):

SI1-20

Because of the significant adverse environmental impacts from the proposed "Sustainable" Airport Master Plan (SAMP), a SEPA EIS and a NEPA EIS must be prepared.

SI7-31

It was very disappointing that the Port of Seattle refused to hold a scoping meeting in north Seattle, which continues to be adversely impacted by SeaTac airplane traffic vectored over north Seattle to make turns back to SeaTac.

SI2-30

It was very disappointing that not a single Port Commissioner (that I could find) bothered to show up at the City of SeaTac community center scoping meeting on September 19, 2018.

SI9-10

It was very disappointing that no alternatives were presented at the scoping meeting. Rather there appeared to be a shovel ready list of projects that the Port seemed prepared to go out to bid on immediately, with the SEPA/NEPA process merely an obstacle and after-thought.

RCW 43.21C.030 provides:

(c) Include in every recommendation or report on proposals for legislation and other major actions significantly affecting the quality of the environment, a detailed statement by the responsible official on:

...
(iii) alternatives to the proposed action;

40 CFR Sec. 1502.14 provides that for a NEPA EIS, the alternatives section "is the heart of the environmental impact statement."

Any SEPA/NEPA EIS will be woefully inadequate if it does not address alternatives to continuing to sink billions of dollars into a SeaTac airport location that is unsuitable for further expansion.

NID-38
The Third Runway, which opened in 2008, resulted in a Washington State Auditor's office report that the Port wasted nearly \$100 million in construction contracts. An internal investigation found numerous instances where Port employees broke state law or Port policy, and identified 10 instances of civil fraud.¹

NID-39/N6
The Port's Third Runway EIS also failed to disclose significant changes to inbound and outbound commercial airplane patterns and noise impacts.² Because of Sea-Tac's N/S orientation, north Seattle and Shoreline residents are adversely impacted at a much greater frequency by landing patterns into Sea-Tac. Many inbound flights track north along Puget Sound, past Sea-Tac, with low turns back south (often under 3,000 feet), along with past mid-night outbound overflights that combine for noise impacts up to 21 hours a day.³ As a resident 16 miles north of Sea-Tac, in 2012, I successfully appealed our property tax assessment resulting in a property tax reduction due to Sea-Tac overflight air traffic noise. This reduction in property values throughout Seattle due to Sea-Tac is an unacknowledged cost of the Third Runway.

Sea-Tac cannot support projected increases in passengers. In 2015, Sea-Tac served 42 million passengers. The Port's Master Plan projects 66 million by 2034.⁴

S2-1
The following alternative should be included in any draft EIS. Work with the Washington Congressional delegation to move Joint Base Lewis-McCord to Moses Lake, one of the largest commercial airports west of the Mississippi, with an under-utilized 13,500-foot main runway, one of the longest in the nation, and far closer to the Yakima Training Center. Eastern Washington could use the "business." Then move Sea-Tac to JBLM served by a rapid transit system from Seattle, Tacoma, and Olympia.

I have just returned from Malaga, Spain, a city of over a half-million with an international airport located just west of the city. There, the flight paths do not intrude on the city and it was remarkable what two weeks of freedom from abusive commercial airplane noise was like.

S2-1
It is time for the Port of Sea-Tac to plan for a future that contributes to the quiet enjoyment of residential life in the greater Seattle area by including alternatives for re-locating Sea-Tac airport.

David E. Ortman
Attorney-at-Law
7043 22nd Ave N.W.
Seattle, WA 98117

¹ See: <http://www.historylink.org/File/4211>

² *Seattle P-I* article, January 8, 2009.

³ While Sea-Tac does not control flight paths, the FAA has in the past diverted noise complaints to a phone sex line. See *MyNorthwest.com* article, September 28, 2011.

⁴ See: <http://www.portseattle.org/Business/Construction-Projects/Airport-Projects/Pages/airport-master-plan.aspx>

COMMENT FORM

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Am concerned about several things:

- ① Noise - especially bad when flights are low + in middle of night (midnight → 6 am). How much worse will it get in future?
- ② ^{Air} Pollution - again, how much worse will it get with additional air + vehicle
- ③ Water Pollution - what will be impact on local creeks w/ additional ^{traffic} construction
- ④ Transportation - the ^{entrance to} SR 518 ^{from} ~~exits~~ the airport is very scary - cars are coming onto the freeway on the right + must immediately start merging over 2 or 3 lanes. There are so many near accidents, I feel like we're playing "bumper" cars. Need to have merge lanes on left for I-5 traffic. Also, need southern access +/or direct I-5 access to airport. In addition, drop off/pick up curb access at terminal needs to be improved. I've almost been hit several times by other cars. Maybe dedicated lanes for each airline?

Submit comments to: Overall, I think we need another airport to handle the projected increase in air traffic.

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: JoAnn Pasek
Address: 14628-7th Ave SW
Burien, WA 98166

N1010
S7-1 S3-1
N3-3
113-6

N10-37

From: Briana Paice
To: [SAMP Public Comments](#)
Subject: SAMP
Date: Thursday, September 20, 2018 4:23:53 PM

Thank you

1 streets or City of Des Moines streets, City of Tukwila
2 streets, City of Seattle streets.

3 And those things will happen, and if not planned for it
4 will happen the way it happened without our ability to make
5 an impact or preplan for it or mitigate it.

6 Thank you so much.

7 HEARING OFFICER PHILIPSEN: I welcome you to
8 make your three minutes of comments and I'll be timing you.

9 MR. PALOSAARI: All right. So we have these
10 tomatoes from our garden that's right over here. This is
11 part of my comment in terms of -- recently they've found
12 thorium in tomatoes that are grown in this area. I don't
13 know if you know much about thorium, but it's nasty stuff.
14 And kind of my question of the evening is, should I be
15 eating these tomatoes? And I'll answer it to a certain
16 degree: If it's just one tomato, it's probably not going to
17 hurt. But if it's a lot of tomatoes, maybe that would
18 become more toxic.

19 The reason thorium is an important piece is because a
20 lot of the chemicals that we find in our environment around
21 here can also be attributed to other things besides jets.
22 And so through the years, the Port of Seattle has said,
23 "Well, you know, yes, we see that there's problems, but this
24 could be because of the diesel and the cars living next to
25 I-5, 509." You know, there's all these reasons to say it's

1 not about the airport.

2 Thorium's a really important piece because that's only
3 from jets. It's not something you can say, "Well, that's
4 because of all the, you know, ground traffic that we have."

5 So I have a seven-year-old and a three-month-old child,
6 and my concern is, is this environment safe for children?
7 It's as blunt as that. I mean, there's -- this is where I
8 bring in Flight Pattern Kids. These are adults who have
9 grown up in this area, and, you know, they're dying 12 years
10 sooner than the average around here. They have all sorts of
11 autoimmune diseases; they have all sorts of cancers, as much
12 as 500 times the rate of the average. And they all grew up
13 literally under the flight path.

14 So one of the things that I want people to consider
15 before they expand this airport any more than it is
16 currently is, do you guys even know the ramifications of the
17 product that you're promoting? And I look at air travel as
18 a product. It's not a necessity; it's almost like a
19 privilege. And a lot of people are benefiting from it, but
20 at the expense of the communities around the airport.

21 I've been asking people, "Should I, you know, stay
22 around here?"

23 And I've had more than one official person say, "Well,
24 if I had a young child, I would move."

25 My daughter is open to it because she's open to a lot

1 of things, but she doesn't want to particularly move. She
2 has tons of friends. We're highly involved in the SeaTac
3 area, and we don't want that to be the option. And the
4 other piece is, it's an option for us, but it's not an
5 option for probably about 80 percent of the people who live
6 around here who are very poor; they don't have the
7 opportunity to, you know, leave the area.

8 And so as you think in terms of moving forward, I think
9 you have the moral responsibility to say, you know, "What's
10 the cost on communities? What's the cost on children's
11 health? Before we go any further, let's really study this."

12 And so this is where we're calling for a thorough
13 environmental study; not just in terms of how it affects
14 the, you know, natural environment but also the human
15 environment. And, you know, the future of our children
16 needs to be paramount. We should never put profit before
17 children's health.

18 So that's my major statement. Thank you.

19 HEARING OFFICER PHILIPSEN: Thank you.

20 Now you have three minutes to express your views.

21 Thank you for coming and being here. We're very interested
22 in hearing what you have to say. And I'll time you. Okay?

23 MIRA PALOSAARI: Well, the first thing I need
24 to say is that like the planet needs like more help because
25 the environment is kind of like crashing down because of

1 | like the airport, like because they said to cut down the
2 | trees. And when they said to cut down the trees, I was kind
3 | of shocked because I usually would see more from the
4 | airport. I still like it, but I just wish that there
5 | wouldn't be so much pollution in like this environment.

6 | MR. PALOSAARI: Why is pollution bad, Mira?

7 | MIRA PALOSAARI: Because like many cancer or
8 | any of that stuff can happen sometimes, yeah.

9 | MR. PALOSAARI: So what's your concern as far
10 | as the airport getting bigger?

11 | MIRA PALOSAARI: Because there might be
12 | pollution more around the world. There might be more
13 | pollution like anywhere, really. Yeah.

14 | MR. PALOSAARI: And what's your concern as far
15 | as your health?

16 | MIRA PALOSAARI: Well, because I'm scared that
17 | like it might happen to me or anybody else that's important.
18 | So, yeah.

19 | MR. PALOSAARI: So what would you like them to
20 | do?

21 | MIRA PALOSAARI: Maybe help it some more, make
22 | it more healthy.

23 | MR. PALOSAARI: How can they help it?

24 | MIRA PALOSAARI: By like having a certain time
25 | that -- like we can plan a time that like we know that

U10-1 / N4-1

1 planes are going to go; we know that: Okay. This plane is
2 going to come at like 5:30 or something.

3 MR. PALOSAARI: Have better planning?

4 MIRA PALOSAARI: Yeah, like better planning.

5 MR. PALOSAARI: Do you think they should expand
6 the airport?

7 MIRA PALOSAARI: Yeah, there should be electric
8 planes.

9 MR. PALOSAARI: Okay. Look into maybe some
10 alternative forms with planes?

11 MIRA PALOSAARI: Um-hmm. And like maybe just,
12 yeah, make it more -- yeah.

13 MR. PALOSAARI: Healthier?

14 MIRA PALOSAARI: Healthy. Make it more
15 healthy, yeah.

16 MR. PALOSAARI: Do you have any questions?

17 MIRA PALOSAARI: No. I don't got any
18 questions.

19 MR. PALOSAARI: All right. Thank you.

20 HEARING OFFICER PHILIPSEN: So with that, you
21 now have three minutes and I will time you.

22 MS. PALOSAARI: It's for the environmental
23 impact currently of the airport or the expansion of the
24 airport? Is it talking about that?

25 MR. PALOSAARI: So what are your thoughts?

N4-1 / 53-3

1 MS. PALOSAARI: Well, we live a mile from the
2 airport, which, initially when we moved to where we live, we
3 thought it was pretty cool because we could easily get there
4 for things and we could access the freeways really easily.
5 But it's been difficult. And my husband's done some studies
6 just about the impact of us living so close to the airport,
7 and just, at times, with the smells we can smell based on
8 the exhaust from the airplanes. And me and other women in
9 the neighborhood have struggled from infertility. And we
10 would like to assume that it's not from the airport, but
11 it's been hard -- it makes you wonder.

12 But I guess my biggest concern is, I understand that
13 companies need to expand; I understand. I understand how
14 companies would want to expand. And we ourselves love to
15 travel, but I would -- I would like to see our airport take
16 the lead on -- if they -- since they want to expand on --
17 take the lead on being -- having healthier -- figure out a
18 healthier fuel for airplanes.

19 And for me, I think when people become a frontrunner on
20 something economically, there's ways that money can come
21 back to them if they're willing to take some risks and do
22 the right thing and still expand but figure out a way to
23 have the pollutants that come from the airplanes be lessened
24 if they are going to be expanded.

25 So being the frontrunner, being innovative, yeah,

1 that's kind of my thoughts.

2 HEARING OFFICER PHILIPSEN: Very good. Thank
3 you.

4 It is now 8:17, and there are no other speakers signed
5 up to speak. I am officially closing tonight's oral comment
6 portion of the scoping meeting.

7 (Public meeting concluded at 8:17 p.m.)

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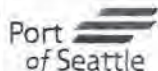
From: Linda Pappas
To: [SAMP Public Comments](#)
Subject: Airport Issues
Date: Friday, September 28, 2018 6:49:48 PM

We in Normandy Park have learned from past experience that the port does not care about the noise, air pollution, and medical problems cause by all airport expansion projects.

Shame on all of you for not listening to medical facts about all the problems that are caused to our area.

"SHAME ON YOU" FOR NOT BEING HONEST!

NH-1



COMMENT FORM

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N3-1

N9-2

Our home is on 26th St - between RW 2+3 - we have constant noise every day all day. We bought our home in 2015 and have done major upgrades to our 1 acre of land. The noise is unbearable, annoying & embarrassing. The schools under the flight path - the new pm school. What study was done about the health impacts? I measure the decibels at 80+ at my home. Please reconsider the impact this will have on the city & our children.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print): Lisa Patton
Name: _____
Address: 1506 S. 26th St
Des Moines 98198

From: Steven Pedersen
To: SAMP Public Comments
Subject: Comment Form - Seattle-Tacoma International Airport
Date: Sunday, September 23, 2018 1:12:38 PM

Mr. Steve Rybolt
Port of Seattle

Dear Mr. Rybolt,

Thanks for providing the opportunity to comment on your SAMP Review.

I attended the Federal Way Scoping Meeting. I met a lot of very nice people who were very candid when responding to my questions.

As you will read, I am not at all positive about your/the plans for expanding and/or improving the airport.

53-1/ N3-3
54-3 I have lived in my present home on Poverty Bay (near Salty's Restaurant) in Federal Way for over 42 years. For 42 years, I have seen the pollution increase, the beach-life die, and the noise become constant. The actual noise level of individual planes has decreased over the years due, in part, to technology improvements. We are grateful for that. But, the overall noise level is too loud and too constant (24/7) for a decent lifestyle.

53-1/ 54-3 Your plans look to me like the noise and pollution will only get worse.

N2-1 The pollution issue is very serious. Here are the names of women who have had breast cancer in my neighborhood over the last 42 years:

My wife, Kay. She is a survivor
Sonny Jo. She is a survivor
Adel H. She died
Gail S. She is a survivor
Pat C. She is a survivor
Fayetta. She is a survivor
Tarissa J. She died
JoAnne T. She died
Dorothy R. She died.

I think, as do most of my neighbors, that the pollution created by the flights in and out of SeaTac has had a direct negative impact on our health. I'd like the risk reduced, not increased.

My solution or recommendation is that the needs of the public and businesses relative to air transportation not be concentrated in one location, but rather decentralized or split up into many.

S2-1

smaller locations. You have SeaTac, Boeing Field, Paine Field. Perhaps you could build a new facility in Kent on the SRI racing property. I'm sure there are lots of opportunities to build excellent facilities in locations other than SeaTac. Split up commercial, cargo, international, regional vs country-wide, etc. etc. etc. Make issues manageable vs impossible.

S2-2

I am 77. I am skeptical that you will reduce or limit expansion of SeaTac. I think my quality of life will decrease as a result. I think the value of my home will decrease due to the negative aspects of SeaTac.

Nevertheless, I wanted to take my shot at providing feedback.

And, I for sure will Vote in all upcoming elections.

Steven P. Pedersen

From: Steven Pedersen
To: [SAMP Public Comments](#)
Subject: Comment Form - Seattle-Tacoma International Airport
Date: Sunday, September 23, 2018 3:00:14 PM

Steve Rybolt
Port of Seattle

Dear Mr. Rybolt

N3-3
We live on Puget Sound, one of the most beautiful places in the United States. But, our quality of life is being ruined by the constant roar of airplanes overhead. All day and all night! IT NEVER STOPS!!!!!!!!!!!!

N3-6
Along with the obvious concerns about increased noise and pollution and seeing our property values decrease I am concerned about the effects of sleep deprivation due to the constant noise. These constant all night take offs and landings cause wakeful nights and restless sleep. Studies have shown sleep deprivation, a lack of proper restful sleep, contribute to poor health in all ages. It causes heart disease, high blood pressure and weight gain which puts one at risk for diabetes.

Sleep deprivation causes emotional problems, brain malfunctions which lead to mood fluctuations, memory issues, cognitive dysfunction, anxiety disorder which possibly plays a part in criminal behavior. And, we have certainly seen the crime rate go up with the growth of the airport. It also lowers ones immunity, attributing to higher incidence of breast cancer, lung function, asthma and other cancers.

N2-1/55-3
My neighborhood, on just two streets, has had an unusual high incidence of breast cancer. Four of us are survivors but my neighbors, Adelle, Joanne, Dorothy, Fayette, Astrid, Sandy and Theresa weren't so lucky. And, these are just the ones I know about. There are probably others. It simply cannot be coincidence. The environmental effects from living under the flight paths have surely played a part in our serious health issues. And, it will only get worse with the proposed airport growth.

S2-1
Please take these things into consideration and stop the increase in the SeaTac flight load. Spread some of the numbers to other airports. It's not fair or reasonable for one area of the population to be subjected to the devastating effects of the Port of Seattle's airport growth plan.

V. Kay Pedersen
620 SW 293rd St
Federal Way, Wa 98023

From: w-pops2005@t.vodafone.ne.jp
To: SAMP Public Comments
Subject: B.D. DE(FROM):PERUANA(POR MI NACIMIENTO),PG.A(ESTUDO OCCID.,SI),S.G.DAME,MONICA M.S.K.(CON LAS OREJAS ABIERTAS PARA LOS PENDIENTES)-YO VIVI EN ESP(COL.),GUAT,EL SAV,NY(EEUU),INGL.(PG.A,UNIV.OXF.) MI CONTACTO URG.TE ES MI CLINICA, DONDE YO NACI EN LIM...
Date: Thursday, September 27, 2018 6:47:17 PM

B.D.

N 10-13

Dear Sirs,

It is inevitable that the seats are much → demand and the numbers → the seats increase.

Name:

PERUANA(POR MI NACIMIENTO),PG.A(ESTUDO OCCID.,SI),S.G.DAME,MONICA M.S.K.
CON LAS OREJAS ABIERTAS PARA LOS PENDIENTES-
YO VIVI EN ESP(COL.),GUAT,EL SAV,NY(EEUU),INGL.
(PG.A,UNIV.OXF.) MI CONTACTO URG.TE ES MI CLINICA, DONDE YO NACI EN LIM...
MI CLINICA Y MI BUREL POSGRADO AT WILSON STUDY SUITS, S.G.DAME, MONICA M.S.K.
POSTGRADO AT WILSON STUDY SUITS, S.G.DAME, MONICA M.S.K.
POSTGRADO AT WILSON STUDY SUITS, S.G.DAME, MONICA M.S.K.

MILWAUKEE WISCONSIN, MI PARTI (AT WILSON STUDY SUITS, S.G.DAME, MONICA M.S.K.)
1011 WILSON STUDY SUITS, S.G.DAME, MONICA M.S.K., 251005110

PS: WILL BRING MY NATIONAL ID CARD WITH ME TO THE WILSON STUDY SUITS



From: w-pops2005@t.vodafone.ne.jp
To: SAMP Public Comments
Subject: <2>>B.D.DE(FROM):PERUANA(POR MI NACIMIENTO),PG.A(ESTUDO OCCID.,SI),S.G.DAME,MONICA M.S.K.(CON LAS OREJAS ABIERTAS PARA LOS PENDIENTES)-YO VIVI EN ESP(COL.),GUAT,EL SAV,NY(EEUU),INGL.(PG.A,UNIV.OXF.) MI CONTACTO URG.TE ES MI CLINICA,DONDE YO NACI EN ...
Date: Thursday, September 27, 2018 7:34:06 PM

COMMENTS

NID-14

RE:

Dear Sirs,

I am writing you the best of my health and hope you are all well.

Yours,

PLEASE READ ALL THE COMMENTS TO THIS MESSAGE FROM MONICA M.S.K. (CON LAS OREJAS ABIERTAS PARA LOS PENDIENTES) <2>>B.D.DE(FROM):PERUANA(POR MI NACIMIENTO),PG.A(ESTUDO OCCID.,SI),S.G.DAME,MONICA M.S.K.(CON LAS OREJAS ABIERTAS PARA LOS PENDIENTES)-YO VIVI EN ESP(COL.),GUAT,EL SAV,NY(EEUU),INGL.(PG.A,UNIV.OXF.) MI CONTACTO URG.TE ES MI CLINICA,DONDE YO NACI EN ...

VERIFICAR EL PRESIDENTE EN VARIAS OPORTUNIDADES (VERIFICAR EL PRESIDENTE EN VARIAS OPORTUNIDADES) <2>>B.D.DE(FROM):PERUANA(POR MI NACIMIENTO),PG.A(ESTUDO OCCID.,SI),S.G.DAME,MONICA M.S.K.(CON LAS OREJAS ABIERTAS PARA LOS PENDIENTES)-YO VIVI EN ESP(COL.),GUAT,EL SAV,NY(EEUU),INGL.(PG.A,UNIV.OXF.) MI CONTACTO URG.TE ES MI CLINICA,DONDE YO NACI EN ...

US EVIDENCE BRINGING NATIONAL IDENTITY TO THE FORE (US EVIDENCE BRINGING NATIONAL IDENTITY TO THE FORE)



N10-37

From: Dale Peterson
To: SAMP Public Comments
Subject: Questions Regarding SeaTac Airport Plans
Date: Monday, September 17, 2018 8:40:51 AM

Attached please find our questions regarding the SAMP.

Dale & Linda Peterson
Federal Way

From: Susan Tegler Petersen
To: [SAMP Public Comments](#)
Subject: My view on the SAMP
Date: Monday, September 10, 2018 2:08:42 PM
Attachments: [HladickPurcell.docx](#)

Please consider my views in this attachment regarding the SAMP. This document was previously sent to FAA Hladick and Port Rep Purcell.

Susan & Robert Petersen
29805 6th Avenue South
Federal Way WA 98003

September 10, 2018

I am writing to give you my thoughts on the SAMP.

Here are some points I want you to consider:

- N3-1 • I moved to my home (110 blocks from the end of the runway) in 1993. At that time there was very little noise from aircraft and what there was, was not invasive to my life.
- N3-1 • It wasn't until early 2015 that I began noticing much more noise. I spoke to the Town Meeting at Federal Way City Hall on Nov 19, 2015 attended by hundreds of residents and we were basically told (by FAA & POS reps) there was no difference in the flight paths or altitudes. We KNEW different. Now over three years later – it's nearly unbearable!
- N4-1 • Since that time, my husband has been diagnosed with acute COPD and dementia. Can this be related to planes and their emissions flying over our home? My husband spends a great deal of time in our yard. These illnesses will never go away.
- N5-3 • In 1997 – the people in our Marine Hills neighborhood were told that with the third runway, there would be some "mitigation" for the residents living here because our neighborhood would be impacted. The Port refused to accept that study. We were also told that the third runway would be used only for "inclement weather conditions." Essentially, we were LIED to by people who were bound to protect the citizens. Now with the upcoming SAMP, there are many concerns, since Port of Seattle and FAA lied to us once, why wouldn't they lie to us again. Why should we believe what you say now?
- S11-18 • One item that is sorely lacking from the SAMP is Quality of Life for the citizens living under glide paths or in cities near the airport. It appears that the Port has already shown it has no interest in this topic or it would have been included in the SAMP already. It shows they don't care that we cannot any longer enjoy living in our homes, eating on our decks or visiting with our neighbors or that we face illnesses. They don't care that planes interrupt our sleep at night or that they fly unreasonably low. I've had planes fly within 0.2 of a mile from me (right on top essentially) at altitudes of between 525 and 950 feet! That's 110 blocks from the end of the runway! Those pilots should be fined.
- N3-24 • We already know that the 65 dnl readings were established in late -1970's. We need new dnl's that address what's really going on, and the planes today. i.e., China Air flying over Federal Way WA at night with a reading of 91 dnl. For you to continue to tell us that these 65 dnl readings are accurate shows you are not paying attention (or don't live under them.)
- S4-4 • We need more studies on exactly what the emissions do to our health. Many parents already know there's an increase in asthma in children. But what other illnesses are you willing to impose on us by NOT doing more studies and research on the emissions? All you'd have to do is "goggle" this topic and see that many other cities all over the world are experiencing health problems related to airports. SEA is no different. They aren't doing anything at all to protect the citizens.
- S5-1 • We already know there are heart-related problems, respiratory illnesses, cancers and even dementia from the chemicals in emissions. Why don't you want to do studies to either rule out or confirm before you subject us to more and more of the same? It's inhuman to disregard this and not know what you are doing to us!
- Example of how ridiculous this whole enlargement of the airport is: A friend was flying to Portland. The plane sat on the runway while many planes took off or went around her plane. She ended up spending as much time sitting, waiting to leave SEA as it took to get to Portland. Now that's customer service! This isn't an isolated story.

N6-1

- If you compare a 3 bdrms, 2 bath, same square footage home near SEA or south of it and compare it to ANY other city in our area – our home values are much less. Be sure, if this was Bellevue WA – it wouldn't be happening!
- We also know that much of this SAMP is all about making money for the Port. We were told there wasn't active marketing to increase cargo, yet cargo HAS increased – we hear it. It's very loud.

N6-1

- We know there are benefits financially to cities around the airport, but at what cost. It is well known that towns around airports eventually become blighted by people moving, renters coming in and the care of those communities diminish. This is what will South King County (WA) soon. It's already happening.

S10-2

- Now with the recent plane stolen from SeaTac, we now know that our safety is at risk too! This over-expansion shows too many people have access to planes and the "right hand doesn't know what the left hand is doing." We're thankful the man didn't crash into a neighborhood or downtown. This should not have happened!

S2-1

Do the surrounding cities and their residents have to be sacrificed for the SAMP? If it isn't just about the money, then you should be advocating for another airport, perhaps in Central WA, to offset the noise and emissions you are subjecting us to. Another airport would not benefit you directly but could prove to be a real asset to Central WA where there is plenty of open space, especially for cargo. But of course, then the Port wouldn't benefit financially. That's your problem!

Until you can provide answers to us citizens, have the necessary research done by an independent (of the Port) expert and account to us living under the glide path or near the airport, why we have to lose our quality of life, we will not support the SAMP and will fight it.

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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Comments must be received by September 28, 2018.

N3-19
Homes that received noise mitigation back in the '80 should be reevaluated for ~~the~~ noise pollution. Many of the windows installed by the contractor are failing or have failed. The contractors are either out of business or went bankrupt. With addition flights anticipated with the expansion, impacted homes should be included in noise mitigation measures.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name:

Yun Titre

Address:

14246 28th Ave S
Seattle WA 98148

From: annie phillips
To: [SAMP Public Comments](#)
Subject: Solar farm
Date: Thursday, September 27, 2018 4:22:08 PM

5-9
I hope the Port is planning to put solar panels on all its flat roofs, including the airport and the new warehouses near Des Moines Memorial Way. You should mitigate all the carbon emissions from the air traffic by generating clean energy.
Thank you.
Annie Phillips
Burien

From: Peter Philips
To: SAMP Public Comments
Subject: SeaTac Master Plan
Date: Saturday, September 15, 2018 12:18:03 PM

Good afternoon,

55-3 SB-2
54-3
I am strongly opposed to plans to expand the airport. The noise and congestion this proposal heralds will adversely affect my family's quiet enjoyment of our property, it will harm our health and I do not believe it will have a positive economic effect on the Normandy Park community in which I live.

SB-1
Rather than focus on increasing traffic at SeaTac, the Port of Seattle should adhere to its responsibility to current King County residents—especially those of us who are experiencing a degradation in our quality of life due to the port's actions at the airport. Focus on identifying and supporting an alternative airport in another part of Puget Sound to the north of the city.

An alternative airport in northern Puget Sound will alleviate congestion on arterial running through the city as passengers and cargo destined for the populous north sound will not have to traverse the city of Seattle. It is the responsible route for the Port of Seattle to pursue

Regards,

Peter

—
Peter Philips

President

Philips Publishing Group

4257 24th Ave. West, Seattle, WA 98199

(tel) 206-284-8285

(mobile) 206-779-2746

From: Peanut Butter
To: SAMP Public Comments
Subject: Comments on the SAMP
Date: Friday, September 28, 2018 10:54:39 PM

- S5-1 } Please include a complete assessment of the human health and environmental impacts, including from noise and emissions, resulting from the additional 97,000 aircraft overflight operations growth from the last four years.
S11-2 } Why not study of the human health and environmental impacts of the Long-Term Vision anticipated to begin when capacity is reached in 2027?
S5-1 } Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for the Port's post-SAMP Long Term Vision projects and Century Agenda growth plans.
- S5-1 } Please include a complete study of the unique human health and environmental impacts from the exponential increase in overflights over neighborhoods beneath and near the 3rd Runway.
- S5-1 } Please include a complete study of all of the human health and environmental impacts for all of Des Moines, Burien, Normandy Park, and SeaTac, resulting from aircraft overflights, from 2013-present; for the Near-Term Projects; and for Long Term Projects.
- S5-2 } Please include all studies (worldwide) from at least the last ten years, to the extent such studies explore, find, suggest, or hypothesize any association, correlation, causation, or other potential linkage between aircraft overflights and impacts on human health or the environment.
- S11-3 } Please include a review and assessment of the results of critical Sea-Tac Airport studies now underway before proceeding with the environmental review for the SAMP.
- S5-1/S11-2 } Please include a complete assessment of the unique human health impacts from noise on elderly citizens and children.
- S5-1 } Please include a complete scientific study review and assessment of the unique human health impacts from noise from overnight flights.
- S11-4 } What if Your Projections Are Wrong? How are you accounting for the impact if your estimates of growth are too low?
S11-4 } To determine the risks of error in Port projections, please include a study of the health and environmental impacts from increased aircraft operations that exceed estimated Near Term Operations.
- S2-1 } Please include a study of the benefits to human health and the environment in the six airport neighbor cities if growth is more fairly distributed throughout the entire region.

Thank you,
Sincerely,
Helen Plosky and Kevin Allen
25841 Marine View Dr S
Des Moines, WA 98198

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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N3-3
I would like to address the issue of the impact of noise in relation to quality of life. In the five years I have lived in Burien air traffic has become one of the biggest issues we have. It was a complete non issue when we moved to Burien.

N3-6
The highest impact happens early in the morning so most days begin at 5^{am} whether I like it or not due to air traffic and falling asleep before midnight is almost impossible due to the noise and frequency of aircraft departures. The other issue is with the number of aircraft that turn sharper than the 250° turn back

Submit comments to:

N3-4
Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Jyl Pahlman

Address: 2933 SW 164th Pl

Burien, WA 98166

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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8-9-5

We need to be looking at expansion in other areas of the Puget Sound air roads are not capable of handling the increase in traffic trying to get into the airport. A lot of times it already currently backed up.

What will happen when air flight frequency increases?

5-1

We need to look at all areas of the Puget Sound to expand so that no one area is impacted and our quality of life is not in jeopardy.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name:

Address:

John Bullman
2933 SW. 164th P.
Burien, WA 98148

From: Mark Proulx
To: [SAMP Public Comments](#)
Subject: Comments
Date: Saturday, September 22, 2018 9:46:20 AM
Attachments: [2018_09_10OpenHouseComments.pdf](#)
[ATT00001.htm](#)

22 Sep 18
0941

To Whom It May Concern:

I attended the SAMP Open House at Highline College on September 10, 2018. The attached file contains my comments regarding same.

Submitted by: Mark Proulx
26202 14th Avenue South
Des Moines, WA 98198
mnproulx@mac.com

Development Strategy – Summarized

With regard to Seattle-Tacoma International Airport (“SeaTac”), the long-term development strategy of the Port of Seattle (“the Port”) can be discerned from its behavioral history. This strategy can be summarized as follows:

- Make living conditions near the airport increasingly miserable, prompting those who can afford to leave the area to do so
- Wait for the remaining residents to die
- Expand the airport into the newly available area via land buyouts at a fraction of the value they would command elsewhere
- Repeat every twenty years or so

N10-10

The Port will, of course, vigorously deny this, but true refutation of this perceived strategy will occur only through meaningful action. If the Port is serious about being a good neighbor, it will have to confront and embrace uncomfortable alternative strategies that will require it cede some of its control over aviation activities to other governmental entities in the Puget Sound region.

Remediation First!

S11-1/S11-25

Since the completion of the Third Runway, the Port has implemented numerous changes and has seen considerable growth in the annual number of flights and number of passengers. Any credible environmental review must assess the impacts of these changes on neighboring populations. This assessment, in turn, must lead to remediation proposals e.g., operational changes, that must be implemented *before* embarking on further development.

Air Pollution Assessment

S5-1/S3-4

The environmental review must include an assessment of the effects of airborne particulates and aerosols on nearby populations. To be of any benefit, this review must be completed before any projects proposed in the SAMP are started. There undoubtedly exists a variety of ways to conduct a credible and meaningful assessment; an example would include the following steps, conducted by an independent party in a transparent, publicly accessible manner:

1. Identify the “subject” study area surrounding SeaTac.
2. Identify a “control” study area away from the airport with similar land uses and population density.
3. Determine a statistically valid number and distribution of air sampling sites within each area.

4. Determine a scientifically valid method of sampling at each site.
5. Determine a statistically valid sampling regimen, e.g., time of day, frequency, atmospheric conditions, time of year, aircraft operations, etc.
6. Collect samples per items 3-5.
7. Assay collected particulates – size, concentration, chemical composition.
8. Assay collected aerosols – droplet size, concentration, chemical composition.
9. Develop relationships between airport operations and assay results.
10. Compare the analysis results of the two study areas.
11. If the findings reveal no statistically significant difference in size, concentration, and chemical composition between the study area and control samples, the study can be considered complete.
12. If the findings reveal a statistically significant difference between the two areas, use the best available science to *quantitatively* determine the likely health effects of the airborne pollutants on the populations in each area. These effects should include implications vis a vis:
 - Life expectancy
 - Incidence of chronic illness and disease
 - Birth defects
 - Child development
13. Using the best available science, extrapolate these results to reflect the increased airport activities projected in the SAMP.

At this point, the Port would have to choose between two alternatives:

1. Issue a public statement that clearly and unequivocally acknowledges the Port's acceptance of and endorsement of these effects as the price of continued growth at SeaTac.
2. Embark on a meaningful examination of alternatives to accommodating the projected regional growth in passenger air and cargo traffic. In this context, "meaningful" means embracing alternatives that:
 - a. Directly challenge the Port's hegemony in these matters.
 - b. Spread the impacts across the region so that no one limited sector shoulders them, e.g., construct one or more regional airports, linked by high-speed rail.
 - c. Consider alternatives to air transport, e.g., high-speed rail for coastal corridor passenger traffic.
 - d. Separate cargo transport from passenger transport.

Noise Pollution Assessment

7
1
5
Introduction. Flight path modifications introduced by the NextGen program have concentrated the noise inflicted on communities near SeaTac. This increased concentration has largely negated the benefits associated with the transition from Stage 1 and 2 aircraft to quieter Stage 3 and 4 models. It has been years since any meaningful noise exposure

assessment in the SeaTac has been conducted, yet the number of flights continues its relentless increase.

5-4-13
Aircraft noise isn't simply a nuisance; it is harmful.¹ No environmental review for the SAMP can be considered legitimate unless it includes a comprehensive mapping of noise exposure and analysis of the effects of said noise on the local population. No projects proposed in the SAMP should be allowed to begin until this analysis is complete.

5-4-13
Analysis Via Predictive Modeling. At the public meeting, a Port representative, introduced to me as an authority on community noise, mentioned that the Port proposes to use a predictive model to conduct the noise assessment, claiming that use of the model is mandated by the FAA. While this might indeed be the case, the use of a predictive model alone as the basis for this assessment and subsequent policy decisions is insufficient. **No model can be declared useful unless its predictions are confirmed with valid measurements, and there exists no reason why the Port of Seattle cannot acquire said measurements as part of the SAMP environmental review.** When I mentioned this to him, he stated that the Port does measure aircraft noise at twenty locations distributed about the airport. When I told him that this number of locations was comically insufficient to validate a predictive model due to spatial aliasing,² he quickly directed me to the comment forms, which seemed to be the stock answer to any question deemed uncomfortable.

5-4-13
Measurement System and Protocol. To be meaningful, the measurement system³ used to acquire the model validation data must be designed by an agency that is not only versed in the science of community noise measurement but is also an objective party. This means that:

- The Port must not be the principal investigator
- The FAA must not be the principal investigator
- The performing organization must not have a real or perceived conflict of interest with either the Port or the FAA

The same applies to the development of the sampling protocol – how often noise samples are measured, the duration of each measurement, and so on.

5-4-13
Analysis. Acquisition of valid data and authentication of the model, while necessary, do not comprise a meaningful noise assessment. The assessment will be meaningful only if their results are used to analyze the effects of the noise on the local populations. One can imagine all manner of deleterious noise-induced effects; it is certain that the science to determine if the existing and proposed airport operations would prove harmful is well established. The

¹ <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5437751/>

² <https://ieeexplore.ieee.org/document/4696048/>

³ The “measurement system” includes the equipment used to acquire the acoustic data as well as the analysis used to determine the number of measurement points and their locations.

546/54.3

Port must, as part of its environmental impact analysis, require such an analysis and that said analysis be conducted by neither the Port, the FAA, or any party having a real or perceived conflict of interest with either agency.

Deliverables. Once complete, the Port must make the analysis results publicly available and must clearly and unequivocally state their desire to accept these as an acceptable price to pay for the projects proposed in the SAMP.

Meeting Format; Absence of Commissioners

The “open house” format – as opposed to a “public hearing” format – diffused citizen participation and limited Port accountability, to wit:

S12-25
S12-2
S12-30

- Notifications for the meeting were worded to imply that the “meeting” started at 5:30 pm, a time that is too early in the day for many people to attend. Absent a clear statement that one could arrive at **any** time during the three-hour window, attendance almost certainly suffered.
- The format made it virtually impossible for citizens to hear other’s comments and relieved the Port representatives from having to directly confront the people they ostensibly serve.
- The disgraceful absence of Port Commissioners – none attended – leads one to conclude that that they either don’t care about the affected communities or are afraid to confront the people whose lives are impacted by their relentless pursuit of growth.



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N3-3

Flight paths impact noise greatly.
The FAA probably considers airlines only. The Airlines consider only their business bottom line.

N10-24

The public is not feeling like they rate in anyone's consideration.

N3-7

Considering buy outs + help with insulation for near-airport residents does nothing at all for people 20-25 miles from the airport who are seriously impacted by noise

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Linda Purlee
Address: 2618 SW 343 ST
FW 98023



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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N3-18

I would like to know where each & every decible meter is throughout Federal Way and see a report -daily over 60-90 days - what the meter reads are. This information should be provided to the City Council on an ongoing basis.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Linda Purlee
Address: 2618 SW 343 ST
FW 98023



COMMENT FORM

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Rather than fill the Port footprint with maximum use of every inch of air space — why not spread out and consider Paine Field expansion or Eastern WA.

Maximum use of air space creates increased traffic (which is already ridiculous.) The collateral damage of excessive airport growth is great & should be considered.

Just because you CAN does not mean you should.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Linda Purley
Address: 2618 SW 343 ST
FW 98023

S2-1

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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Comments must be received by September 28, 2018.

N5-5
56-8
I do not feel the Port has done "due diligence" in researching all of the impact enlarging the airport will cause or fully understands the impact the use of the third runway has had on thousands of people. Now you propose enlarging the airport which definitely will have a huge impact on ground transportation which is already at gridlock. Only in a very few places is public transportation adequate or easily accessed. In regards to gridlock, I live about 25 miles from the UW hospital. It takes me about 1.5 hours to 2 hours to get there each time I go. Now you want to expand the airport. Unbelievable.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Robin Bowling

Address: 726 S. 234th Pl.

Federal Way WA

98003

(over)

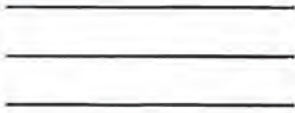
NS-5

I bought my house in 2008 & the 3rd runway was opened in 2009. There are days when I have planes over head every 20 minutes.

S2-1

I see the expansion of SeaTac airport has been partly thought of & the state needs to consider building a second airport that is at least 60 miles away from SeaTac in any direction.

Fold Here



Place Stamp Here

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168

Fold Here

1 further words.

2 SENATOR MILOSCIA: I need about another
3 30 seconds.

4 HEARING OFFICER PHILIPSEN: You have three
5 minutes if you want.

6 SENATOR MILOSCIA: My name is State Senator
7 Mark Miloscia from the 30th District. What I failed to
8 mention previously is we also need to look at the health
9 effects of airplanes' particulate chemicals from exhaust and
10 airplane use. That is also an important issue to the
11 constituents in my district, and we need real data on the
12 effects of that and ways to mitigate particulates and also
13 those chemicals along with, as I said previously, the noise.
14 And this involves, again, working with the FAA and airplane
15 manufacturers, engine manufactures, and the way we do the
16 flight paths to make sure we minimize the effects of all
17 these harmful chemicals and noise as much as possible.

M-
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18 And with that, I conclude my talking. Thank you.

19 HEARING OFFICER PHILIPSEN: Thanks. Now I am
20 opening the comment period for John Raymer. Thank you. And
21 you have three minutes and I'll be timing you.

N10-4

22 MR. RAYMER: Okay. Yeah, I have two primary
23 concerns. I know a captain for one of the big three
24 airlines, and he says Sea-Tac is already a hazardous
25 airport. He gets multiple collision warnings with the --

1 here every year, more so than other airports. He says
2 there's a problem with cross traffic coming out of Boeing
3 Field; sometimes it's uncontrolled. And he thinks that
4 another increase in traffic at Sea-Tac would be an
5 additional hazard.

6 He also gets collision-avoidance warnings from Sea-Tac
7 traffic during approaches and takeoffs more so than other
8 airports. So I'd like to pass that on to the FAA. I
9 understand they're not here today, but if you could pass
10 that on.

11 My other concern is the fact that watching traffic
12 patterns on the flight-traffic websites, that when the
13 traffic pattern is southbound, most flights turn right over
14 Federal Way consistently, especially those that are going
15 south, west, or north; you can see that watching the
16 flights. So I think you would -- it would make more sense
17 if they proceeded south and turned right over the water just
18 north of Tacoma rather than turning right over Federal Way.
19 And usually, even when they're southbound, they'll turn
20 right. They'll go over Puget Sound, then they'll turn south
21 after that. So they'll make two turns to get southbound,
22 and it always goes over Federal Way in that case.

23 So you might -- I have another concern. How's my time?

24 HEARING OFFICER PHILIPSEN: You've got a
25 minute.

1 MR. RAYMER: A minute? Another concern is the
2 ultrafine particle emissions from jet engines. It's a newer
3 field of study. And maybe the primary hazard is jet engine
4 emissions, that's similar to diesel engine emissions. And
5 there was a recent study done where they found contamination
6 from Los Angeles International Airport. It's these
7 ultrafine particles that spread up to five miles from the
8 airport downwind. So I think that's not been adequately
9 studied.

10 And I think all of this may indicate there should be
11 another major airport opened in Washington State. So I
12 would suggest something in a flat area north or south from
13 Seattle, and that'll help prevention on I-5, which is
14 already causing billions of dollars in lost economic revenue
15 to Seattle.

16 Did I make it?

17 HEARING OFFICER PHILIPSEN: You made it. Right
18 on the dot.

19 MR. RAYMER: Okay. That's it.

20 HEARING OFFICER PHILIPSEN: Thank you.

21 And with that, I yield the floor to Daniel Kinney.

22 MR. KINNEY: Can I ask what agency you
23 represent?

24 HEARING OFFICER PHILIPSEN: I am hired by the
25 Port. I'm a faculty member at the University of Washington,

1 MS. RAYMOND: Great. Thank you.

2 I would like to encourage the study to address air
3 quality, in particular, through addressing particulate
4 matter as well as the cumulative impacts of other potential
5 sources of pollution that we already know exist in the area,
6 such as the interstate, et cetera.

7 I'd also encourage the project to consider impacts
8 beyond the immediate project area. I know that there's
9 consideration for, for example, car traffic impacts and
10 parking, but I really think that the scope -- the geographic
11 scope needs to include the flight path where it is over
12 residential areas, so essentially from I-90 south,
13 particularly over the spine of Beacon Hill.

14 In terms of sound impacts and noise impacts, I think
15 those need to be part of the scope as well. And I think
16 there needs to be a consideration for the quality of sound.
17 Not the standard calculation, as I understand it to be,
18 which is the average of sound over a period of time, but
19 actually to understand the impacts of short, more intense
20 periods of sound, and to not look at sound from the
21 perspective of annoyance, which is how I understand it's
22 considered now, but really to consider the impact of noise
23 on public health, because we know there is demonstrated
24 impacts of noise on public health. So it's not just the
25 emissions that may have public health impacts.

1 [Finally, this may be a bit of an impossible request: I
2 think that the Port overall needs to look at the impacts on
3 public health and livability of the increases in air
4 traffic, even with no project. There's going to be an
5 impact that needs to be mitigated, even if the actual
6 development project doesn't proceed. And I believe that
7 that's part of a sustainable plan for the Port. To just
8 talk about sustainability in terms of economic growth, which
9 is very important, doesn't really get at the true meaning of
10 what a sustainable plan should be.

11 [How much more time do I have?

12 HEARING OFFICER PHILIPSEN: You have about
13 10 seconds.

14 MS. RAYMOND: Okay. That's it. There we go.
15 Thank you.

16 HEARING OFFICER PHILIPSEN: Thank you.

17 It is now 8:20 p.m., and there were no other speakers
18 signed up to speak. I am officially closing tonight's oral
19 comment portion of the scoping meeting.

20 (Public meeting concluded at 8:20 p.m.)
21
22
23
24
25

1 have to say rather than everybody going to each little spot
2 and hearing our points. So I thought it was going to be
3 something different, not just an open house, hearing our
4 complaints. I wanted to see -- I thought it was going to be
5 you guys being -- you know, standing up here, everybody
6 talking about what's going to happen and then hearing
7 questions afterwards.

8 So this way here, everybody's got their own story.
9 I've talked to a couple people, and they have the same
10 concerns I do. And like I said, kind of disappointed seeing
11 this type of forum.

12 Is my three minutes up?

13 HEARING OFFICER PHILIPSEN: Yes.

14 MR. SAMORA: I mean, I'm just venting a little
15 bit. I don't know if any good outcome is going to happen
16 from this.

17 HEARING OFFICER PHILIPSEN: Well, certainly all
18 of the comments will be reviewed; that's all I can say, you
19 know. And there are other people out here who are more
20 involved with the project who are standing at these posters
21 who can give you more specific information of the process of
22 what's going to happen with all this material.

23 With that, we now turn the floor over to Meg Reynolds,
24 and you have three minutes and I will keep time.

25 MS. REYNOLDS: All right. I'm a resident of

1 the Marine Hills neighborhood in Federal Way. And over the
2 past few years, the relentless increase in airline traffic
3 directly over my house has dramatically and negatively
4 impacted my ability to enjoy my home. I cannot work in my
5 yard or have people come and enjoy the view on my deck or
6 enjoy even visiting with my neighbors without the constant
7 very loud noise of airplane traffic overhead.

8 I recently downloaded Airnoise.io and began measuring
9 exactly the impact, and I now know that my own personal
10 tolerance level ceases at aircraft that is -- that is less
11 than a mile from my home and less than 3,500 feet high.
12 What I don't know is whether those two things are
13 contiguous, which means they're over my house and less than
14 a mile up.

15 They are very loud and it is relentless. The average
16 time between planes is approximately 90 seconds and two
17 minutes, and this is most hours of the day and well into the
18 night. We cannot sleep with our windows open. We can't
19 enjoy fresh air in our home.

20 And when I moved here, I accepted that there was more
21 air traffic in the skies than Lake Forest Park, from which I
22 moved, but it was moderate and I would describe it as an
23 occasional nuisance and I did find it tolerable. Today
24 that's changed dramatically. Statistics are that
25 600 percent more planes fly over my neighborhood every

N3-3
1 single day. There's absolutely no time of the day or night
2 that I can step outside for more than a few moments without
3 seeing, hearing, and breathing in the continual waste from a
4 barrage of planes.

N10-12
5 There were no hearings, notices, studies, or
6 considerations from the Port, the FAA, or until recently,
7 even the City of Federal Way, as the persistent increase
8 grew from a nuisance to a menace. Your call for a
9 sustainable environmental review, in my opinion, is long,
10 long overdue. And I could not get any satisfaction as to
11 how those get kicked off because I can't believe you
12 would -- public servants would have this kind of impact in a
13 neighborhood without any consideration for environmental
14 review.

N5-2
15 I believe there are a number of actions that the FAA or
16 the Port of Seattle together can take to address my
17 neighborhood situation, and honestly, I'm offended by the
18 apparent lack of interest and cooperation to do so. I feel
19 like the Port was disingenuous regarding their intent
20 building the third runway: Oh, that would be only for poor
21 weather and visibility situations. And I know that all the
22 planes coming off that third runway are the ones that are
23 coming over my house.

24 And, you know, the Port has wiggled out of reparations
25 set aside for Federal Way based on some flimsy policy. And

N10-14
1 basically, the Port has not been a good neighbor to us. And
2 like many of my neighbors, I have growing concerns that the
3 current course of action is resulting in a substantially
4 negative impact on my health, on the quality of life, and on
5 the value of my home.

N3-3
6 The Port of Seattle and its leadership is responsible,
7 you know, for not looking at equitable distribution of the
8 increasing growth of air traffic. They allow, you know --
9 planes have actually gotten a standard-deviation allowance
10 with a lower glide path, 2.5 glide path instead of the
11 recommended 3. I don't understand any technical reason to
12 be there for that. And, you know, there just had been an
13 overt disinterest in environmental impact of the growth that
14 is actively promoted by the Port of Seattle.

N10-14
N3-3
15 I would like to see its leadership act to provide
16 relief to -- from what I consider to be an assault on my
17 neighborhood. I do not want new windows; I want fewer
18 planes over my house. I want noise-abatement action. I
19 want Puget Sound residents to share more equally in the Port
20 of Seattle's aggressive growth. Give Vashon, the Eastside,
21 Magnolia, and, oh, my gosh, even Mercer Island, their fair
22 share of the increased traffic. Ask capable pilots, highly
23 capable pilots and traffic controllers and traffic designers
24 to work a bit harder on landings and takeoffs so that the
25 neighbors to the south are not living a life they did not

1 choose or even have an opportunity to defend.

2 Basically, I'd like the Port of Seattle and the FAA and
3 its leadership to start being good neighbors and responsive
4 civic leaders. That's my statement.

5 HEARING OFFICER PHILIPSEN: Okay. Thank you.

6 With that, I open this part of the hearing for oral
7 comments by Jim Burbibge.

8 MR. BURBIBGE: Burbibge, close enough.
9 Burbibge, B U R B I B G E. Close enough. I've been called
10 worse.

11 HEARING OFFICER PHILIPSEN: Oh, I see. Okay.

12 MR. BURBIBGE: And what I say here, much of
13 what I've already put in written comments, but I would like
14 to point out that this -- the airport, one, I'm very much in
15 favor of the airport. I live in Federal Way, and I'm
16 concerned about the impact of the airport upon the City of
17 Federal Way. I'm concerned about the impact that the noise
18 and all of the bad publicity about the air pollutants and
19 all that stuff affects the public perception of Federal Way.
20 And I think Federal Way is getting an undue reputation,
21 partly because of that.

22 I think this is a tremendous opportunity for the Port
23 of Seattle and for the State of Washington to get together
24 and to combine to make a transportation package that will
25 greatly improve our life in the Puget Sound area. And that

19-1
NW

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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S2-1

Assuming the projections for population growth & air traffic demand are reasonably accurate, it is obvious that there will be a need for additional capacity. I believe construction of a new airport, either north or south is a better solution than continuing to expand Seattle-Tacoma International Airport, which is already in existence, is possibly not the best location. The new airport would be near Snohomish where ample land is available, & the areas growth pattern has been dispersing more north. I believe Seattle should not be expanded further.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: David Resendes
Address: 421 S 289
Federal Way, WA 98003

1 is the waste, the hazardous waste. We're sending it out of
2 the state of Washington to other states. And I don't know
3 what they can do about that, and I think it's unfair that we
4 have to put out the garbage in the yard.

5 The other thing is there's too many planes already in
6 the Seattle area. They're talking about building a second
7 terminal. Why does it have to be this close in the city of
8 Seattle? Can we find a better place, a better location?

9 And I think I'm about done.

10 HEARING OFFICER PHILIPSEN: All right. Very
11 good. Well, you have done just what this calls for, you've
12 given issues and topics to be considered. So thank you.

13 MR. CARTER: Thank you.

14 HEARING OFFICER PHILIPSEN: Now we're ready to
15 listen to your comments, and I'll be keeping time.

16 MR. ROBERSON: Right now my only concern is
17 noise pollution and land and water pollution and the
18 hazardous materials. I don't know. I'm out to play with
19 the kids in the backyard, and there's a single file of
20 planes going by. We were entertained for a while, and now
21 it becomes where we have to raise our voice to hear each
22 other in our yard.

23 And we don't even know the total impact of what's
24 falling down from the sky, particulate matter. We like to
25 grow food; we got pets and stuff like that, and it's just --

52-1
1 you know, I just wonder about -- I asked them about the
2 alternative patterns of planes coming into the airport and
3 out and opening up the regional airports for like cargo and
4 stuff like that, to just make, you know, specialized
5 airports so it's not all happening in one spot.

6 What else? That's pretty much what my concern is. I
7 can detail it out on paper, but I didn't know what the
8 process was.

9 HEARING OFFICER PHILIPSEN: You have three
10 minutes and we'll listen to you and the court reporter will
11 take a record of them and I'll time you.

12 MR. MOORE: Great. Thank you.

13 HEARING OFFICER PHILIPSEN: Thank you.

14 MR. MOORE: I live directly in the path of
15 the -- of the airplanes that are coming from the north. And
16 we've observed a dramatic increase over the last -- in just
17 five years; we've lived there for almost 20 years. And our
18 biggest concern is that the level of noise and the level of
19 pollution is a known quantity, yet, there's not mitigation
20 to deal with that. So as the airport considers expansion
21 and growth, my request is that much more aggressive work in
22 terms of mitigation, rerouting, and other aspects be taken
23 very seriously.

24 That's all I had.

25 HEARING OFFICER PHILIPSEN: Good. Thank you.

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N2-1
S2-1
My biggest concern can be
the quality of the air. my
recommendation is why not to
open a new airport in Tacoma city
so that way economic impact can be
positive to this area, More money
more jobs and less crime because
crime increase when people are
poor.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Cheryl Robles
Address: Federal way

1 over into -- you know, just general irritability in the
2 community because people are not getting a proper night's
3 sleep.

4 So we have jet poop; we've got a curfew. But if that
5 doesn't work, we've got quadrupling the fees to eliminate
6 or -- what's the right word? -- ameliorate that time period
7 from 1 a.m. to 5:00 in the morning.

8 I'm done. How much time do I got?

9 HEARING OFFICER PHILIPSEN: You've got
10 20 seconds left.

11 MR. BURDINE: Yeah, I'll take 20 more seconds.

12 The other thing that I notice is the jet engine
13 testing, which I can really hear at night because noise
14 travels a lot farther at night. I work at Wesley in
15 Des Moines, and so I can hear those jet engines being tested
16 all the time. And it's another aspect of people not getting
17 proper sleep at night.

18 Did I take my last 20 seconds?

19 HEARING OFFICER PHILIPSEN: Your 20 seconds are
20 over, but do you have another point to make?

21 MR. BURDINE: No. I'm done for right now.

22 HEARING OFFICER PHILIPSEN: Okay.

23 Now we proceed with this portion of the hearing with
24 Orlando Samora. You have three minutes and I'll time you.

25 MR. SAMORA: I've been in -- moved into Twin

NZ-11

1 Lakes about ten years ago. When we first moved in, I didn't
2 pay attention -- I mean, it wasn't noise like it is now. It
3 seems to me like right now they're flying right over my
4 house. Before it was further over, probably closer to
5 320th. And the noise is -- I mean, it's flying one right
6 after the other one now when they're busy, and it's right --
7 I mean, right over my house.

8 And the question is -- I've called a lot of times
9 already and complained about the noise, and they always tell
10 me they're within their limits; you know, they're five
11 miles, their height and everything, the noise.

12 And so really nothing -- I mean, nothing's ever been
13 done. All they do is hear my side of the story, what's
14 going on, and then they call back and say they're doing
15 everything they're supposed to be doing.

16 And another thing is, their microphone or whatever they
17 use to pick up the noise, it's over by Twin Lakes
18 Elementary. So I'm about a mile away from, so it's closer
19 to 320th, right off of 320th, and I'm over. So to do the
20 readings, I don't know how they can say that the noise level
21 is the same flying over my house as it would be over here.
22 So I hear that all the time.

23 And another complaint is planes flying over at 1:00,
24 2:00, 3:00 in the morning. And that's like two or three
25 times a month that happens. And I've called on that before,

N 3-9

N 3-9

N 3-9

1 and then they just say it's a China freight cargo coming
2 over. And that's all I ever hear about. And it's -- you
3 know, if I was to have that kind of noise -- like, say I go
4 out and start my lawn mower at 1:00, 2:00, 3:00 in the
5 morning. What's going to happen? The police are going to
6 show up. So why is it okay for the planes to fly over and
7 wake up the people?

8 I wish they could put a stop to that because that's
9 ridiculous. When I first moved in, that was never like
10 that, never had that problem. And then now it's getting
11 worse. And then with this new forecast with the new gates
12 they're going to open, it's going to get even noisier and
13 more of that stuff going on.

14 And, really, you guys have an open house for us. You
15 hear -- there's nobody in the area advocating for us. We
16 have to come and complain to you guys. But nobody in here
17 is advocating for the people. And Federal Way has always --
18 I don't know how long Federal Way has been fighting with the
19 Port of Seattle as far as the noise, but I know that's been
20 going on for quite a while. And I don't think anything's
21 been done, as far as I know, still fighting.

22 So us having this meeting here, that was kind of
23 disappointing. I thought it was going to be everybody
24 talking to everybody, not everybody talking to you guys.
25 You guys telling us what's going on, then hearing what we

S12-2

N3-6



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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S2-1
S11-20
N3-7
N2-4

Seatac can not maintain its current projected development. It is not feasible. Other ^{regional} runways need to be used. We are now a major city and we need to follow the 'best practices' other cities have found to maintain environmental and commercial concerns. If ~~the~~ Port of Seattle continues to on this trend, the neighborhoods need the following before expanding:

1. environmental impact studies.
2. pay residents to have foam insulation installed.
3. pay residents to have triple paned windows installed.
4. ^{company involved in the} installation of windows and insulation is by residents' discretion.
5. residents can get \$ for such upgrades going back 5 years.
6. Residents can get a reduced water bill because of all the water used to clean off the particles rained down from the planes.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Katrina Sandeen
Address: 27842 38th Pl S
Auburn WA 98001

COMMENT FORM

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S11-22
S8-4
S4-4
S10-1
Under 'Air Quality/Climate' chapter, consider increase in Clean Air Act pollutants since expansion of 3rd runway. Under 'Socioeconomics' please consider real estate valuation, effect on tax base, and effect on business growth specifically for the Des Moines market. Under 'Noise' consider effects of adding cargo fleet and expansion of cargo flights on ambient noise. Consider ~~a~~ strain on public services, especially emergency services, due to potential negative impacts to tax base.

S11-19
How will impacts to quality of life be assessed? It is already difficult to hear outside due to plane noise.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: David Scarselle
Address: 22231 10th Ave S
Des Moines, WA 98198

From: Scott Schaefer
To: [SAMP Public Comments](#)
Subject: Comments on the Port's SAMP
Date: Thursday, September 27, 2018 8:20:38 PM

9/27/18

Greetings friends at the Port of Seattle,

I am writing to share my concerns with your current Sustainable Airport Master Plan.

I publish a network of local blogs for an area between White Center and Kent, including the award-winning B-Town Blog for Burien. In the 10+ years I've been doing hyperlocal journalism, the recent changes that the airport has made (since 2016) has stirred up what I consider to be the strongest grass roots response from residents, especially in the Burien/Des Moines communities. I have talked to, and communicated with, literally hundreds of residents about these issues. These are my neighbors, my readers and advertisers.

Also, as a longtime resident and father of two, I have experienced first-hand the disruption of not only Q-400s making seemingly random – and rude – westerly turns over Burien's bedroom communities that previously didn't suffer from these disruptions, but also actual LOUD JETS flying directly over Three Tree Point, Normandy Park and other communities where this has never happened before.

In short, this type of arbitrary disregard for the public which lives near, under and around Sea-Tac Airport has distilled a very strong sense of distrust in the Port of Seattle as well as the FAA. It has caused anger, disrupted lives, has inspired the creation of local activist groups such as Quiet Skies Coalition and Quiet Skies Puget Sound, as well as local city Airport Committees and much more. There's a ripple effect within residents who previously did not suffer from noise or other pollution from the airport, and as I'm sure you're aware of, the measure of trust in the Port has diminished tremendously.

This mistreatment of your neighbors must stop.

I have seven comments I'd like entered into the record:

1. Please include a complete assessment of the human health and environmental impacts, including from noise and emissions, resulting from the additional 97,000 aircraft overflight operations growth from the last four years.
2. Please include a complete assessment of the human health and environmental impacts resulting from additional aircraft overflight operations for the Port's post-SAMP Long Term Vision projects and Century Agenda growth plans.
3. Please include a complete study of all of the human health and environmental impacts for all of Des Moines, Federal Way, Burien, Tukwila, Normandy Park, and

S5-1
S11-2

SeaTac, resulting from aircraft overflights, from 2013-present; for the Near-Term Projects; and for Long Term Projects.

S5-1/S11-2

4. Please include a complete assessment of the unique human health impacts from noise on elderly citizens and children.

5. Please include a complete scientific study review and assessment of the unique human health impacts from noise from overnight flights.

S11-4

6. To determine the risks of error in Port projections, please include a study of the health and environmental impacts from increased aircraft operations that exceed estimated Near Term Operations.

S4-4

7. Please update noise metrics used to evaluate significant exposure. Replace the 65 Day-Night Average Sound Level (DNL) noise threshold with the more appropriate 55 DNL, as proposed by the EPA. Additionally, require the use of supplemental metrics when assessing aviation noise, including frequency of flights, air traffic from 10 p.m. to 7 a.m. and impacts of low-frequency noise. Include the 75 dBC maximum daytime single event noise limit among the set of noise metrics..

Thank you for your attention.

-
Scott Schaefer

Founder/Publisher:
www.southkingmedia.com

IN THE NEWS:
Read Seattle Business Magazine's profile of us here: **<https://goo.gl/9prQ7U>**

- B-Town Blog
- I Love Kent
- Waterland Blog
- SeaTac Blog
- White Center Blog
- Normandy Park Blog
- Tukwila Blog

Director/Producer:
www.mauryislandincident.com

1 MR. SCORCIO: Very good. Since you're making
2 notes, I'm Joe Scorcio. I'm the city manager for the City
3 of SeaTac, and I'm going to make very brief comments because
4 we will be submitting substantial written comments.

5 The key thing that I want to ensure is -- on the
6 record, is a concern over the improper bifurcation of the
7 environmental review process in violation of SEPA's
8 provisions regarding phased review. We have raised this
9 issue in court before with the Port. We will raise the
10 issue again in court if it is improperly conducted.

11 And I am concerned, as a former environmental official,
12 that the strategy being used to analyze only Near-Term
13 Projects is not looking at the cumulative impact
14 requirements per SEPA.

15 The last thing I want to bring up and raise is that we
16 have settled lawsuits with the Port of Seattle over the
17 airport. They have guaranteed us in writing that they would
18 not do this. This was a settlement of a lawsuit --
19 potential filing of a lawsuit over the international
20 arrivals facility, which is, by the agreement, to be
21 considered part of the Near-Term Projects. And they need to
22 do a full analysis of the impacts of that as well as the
23 NorthSTAR satellite facility and the Hardstand project,
24 which they've already implemented. And we will be holding
25 them to that. And I'm putting it on the record here, and we

S11-10

1 will follow up with that in writing.

2 And those are my comments this evening. More work to
3 do. Thank you.

4 HEARING OFFICER PHILIPSEN: Now it is your
5 portion of the meeting to make your oral comment and I will
6 time you.

7 MR. MITCHELL: I can start now?

8 HEARING OFFICER PHILIPSEN: Yes.

9 MR. MITCHELL: My name is Chris Mitchell. I'm
10 a resident of Des Moines, Washington. We live under the
11 second runway. We were told certain things several years
12 ago about the use of that runway, which really weren't true,
13 and we're very concerned about the -- very concerned about
14 the noise, very concerned about the pollution, very
15 concerned about the possibility of disease derived from
16 breathing the air when the jets go over.

17 I'm very much for Hyperloop. I'm supporting Ernie in
18 this one, in that it's clean, efficient, fast, does not make
19 noise, and is probably the wave of the future.

20 That's my comment.

21 HEARING OFFICER PHILIPSEN: Okay. Thank you.

22 MR. MITCHELL: Thank you.

23 HEARING OFFICER PHILIPSEN: And now I'll turn
24 it over to you, three minutes, and I will be timing you.

25 MS. MARKKANEN: Do you give me a -- when I'm

N3-3/N2-1
N10-10

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

Comments must be received by September 28, 2018.

S4-1
N3-1
N3-5

- Please address the following issues in your study -
1) w/ the increase in traffic, we would like more of the surrounding areas (Federal Way, Kent, etc.) included in noise studies. The increase in noise in these areas has been phenomenal over the past 2 to 3 years.
2) Please consider a moratorium on flights between midnight & 5 am - many of our neighbors in Des Moines are regularly woken up -

N6-1

We realize the airport will grow, we just want some semblance of quality of life preserved - thanks!

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Krista Scott

Address: 24730 43rd Ave. S.

Kent, WA 98032



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
SEATTLE-TACOMA INTERNATIONAL AIRPORT

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53-2

You cannot say that you are meeting federal standards for particulate matter if you are getting numbers for King County. The south end is where you are directing the air and the readings should be specific to this geographic area.

N6-3

If you look at mortality & morbidity charts for over a year you will see correlation. This is a real social justice issue!

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print): RN, MN, BSN
Name: Jeanette Siburg
Address: 306 S. 295th Pl
Federal Way, WA
98003



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
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We are very concerned about the known & unknown effects of fine particulate matter from aircraft, emitted over our home.

Look at King County morbidity & mortality mapping & ~~where~~ there are huge disparities in life expectancy with King County. The areas south of the airport have documented lower life expectancy & increased rates of cancer, chronic obstructive pulmonary disease, etc.

S5-3

You would not get away with this over Mercer Island or Medina

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Jeanette Siburg
Address: 806 S. 295th Pl
Federal Way, WA 98003

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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SB-1
The plans of the Port of Seattle to increase flights & expand in South King County places a large burden on a largely marginalized population. There are many working poor in SKC. We have a very diverse population many who speak other languages, many neither understand what is being planned & many just don't have additional time after working 2-3 jobs to stand up to voice concerns.

SB-2
Our home values will plummet. This is a HUGE SOCIAL JUSTICE ISSUE.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Jeanette Siburg
Address: 806 S. 295th Pl
Federal Way, WA
98003

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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Comments must be received by September 28, 2018.

54-3

The noise pollution from aircraft over our home never stops.

It is unbearable to think of how the Port of Seattle plans to increase it. It will be impossible to breathe

N3-9

Our attempts to file complaints in the recent years to the Port of Seattle & the FAA have resulted in each agency referring us back to the other.

We finally gave up as it is obvious an entity much larger than a common citizen does not really care about the effect they have on neighborhoods & people living in them. They plan to impose their will no matter what.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: J Siburg
Address: 806 S. 295th Pl
Federal Way, WA
98003



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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N4-1
N3-3
N3-6
N2-1
N6-3

My husband & I are very concerned about the effects on our health of present as well as increase from aircraft over our home. We cannot use our back due to inability to have conversations. We are a skener all hours of the night by noise in planes - especially cargo. We are also concerned about the exposure to fine particulate matter on our health. Targeting the south end is a social justice issue.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

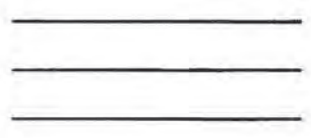
FROM (Please Print):
Name: Jeanette S O
Address: 806 S. 295th St
Federal Way, WA 9

(OVER

N3-9

We call the airport noise...
told to contact the FAA. The FAA
sends us back to the port. It
is really frustrating. It seems like
this huge project is being reviewed
in a way that is not taking into
account impact on the community.

Fold Here



Place
Stamp
Here

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168

Fold Here

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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N3-1

I moved to Marine Hills in 2014.
We put approximately \$500
into our home in ADA as an immediate
so that I can live in a home
not an institution. Since move
the traffic noise has
become unbearable. We cannot
afford to move as it would
cost me approximately the
same amount of money to make changes
to a new home.
I am 100% disabled Vietnam vet.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Jim Siburg
Address: 801 S. 295th Pl
Federal Way 98003

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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I am concerned that this study reports fine particulate emissions at acceptable levels.

You cannot take readings from King County as a whole & generalize to the areas in South county where the aircraft are flying predominately.

You must get readings from specific geographic areas in South King County where the aircraft land & take off.

53-2 / 55-3

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Jim Siburg
Address: 8006 S. 295th Pl
Federal Way, WA 98003

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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Comments must be received by September 28, 2018.

N3-1

N3-6

N3-9

I am a 100% disabled veteran. My wife & I moved to Federal way in 2014 so I could be close to medical care. Since moving here - the noise from aircraft has increased so much that we cannot use our yard & I am frequently awakened at night. We try to call the Port of Seattle to complain & they tell me to call the FAA. The FAA sent me a response saying I need to the port. I am concerned about

(OVER)

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Jim Siburg
Address: 806 S. 295th Pl
Federal Way, WA
98003

WE will all stand in judgement

one DAY.

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
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55-1

54-6

55-3

Potential environmental effects include increased noise, air quality, biodiversity, + all this would be detrimental on human health qualities of environment, + damaging to individual properties. According to UPA (U.S. Environmental Protection Agency) there's direct link between noise + health. It can cause sleep disruption, hearing loss, memory loss, severe depression + panic attacks. Particulate matter (PM) get into lungs + bloodstream + cause premature death, asthma, decreased lung function. It can cause our lakes + streams to become acidic + change nutrients in soil. We have a right to breath clean air. Quality of life =

Ability to live + breath + your studies will never be reliable on future predic

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: LAURIE SHERWIN
Address: 29818 11th Pl S.
Fed. Way, WA. 98003

* This is beyond illegal + will be addressed accordingly. It's ethically + morally wrong as well

Fold here

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168



L. STEPHEN
29618 HARRIS
FED. WY 98003

Fold here

512-4

Mr. Rybolt, would you let your children or grand children go to school or live under the skies you + the Port are proposing... Seriously? It's bad enough w/ Asthma + Allergies increasing yearly. (under flight path)

from my
one
you
ME WILL NOT BE IN YOUR

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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N3-5

The third runway was imposed on South King residents who had not previously been subject to direct overhead flights. It was originally told to us by port representatives that this was a "Decadent" runway which would be used to provide separation for visibility purposes when needed. As soon as it opened, and ~~ever~~ ever since it opened, it has been used around the clock, 365 days per year. It now appears to be the most heavily used runway for all south end traffic.

N3-7

We have received no compensation or mitigation. I can no longer have outdoor gatherings at my home because no one can talk/see. And I am awakened from my sleep several times every night, year-around.

N3-6

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print): Billy Small
Name: _____
Address: 747 S. 295th Pl.
Federal Way, WA
98003

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW

NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS

SEATTLE-TACOMA INTERNATIONAL AIRPORT

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N5-5

N5-3

The port is proposing to spend \$Billions to expand and facilitate more passengers, more cargo, more flights, in and out of Seatac. With the full time use of the Third Runway (originally advertised by the Port as a "Dependent" runway), our lives have been miserably impacted with \$0 spent on mitigation to this degraded quality of life impact. Why not spend some of that money, which includes our tax dollars, to ~~rather~~ mitigate some of the impacts you have created? The lack of accountability and responsibility to local residents is appalling.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print): Bill Small
Name: Bill Small
Address: 747 S. 295th Pl
Federal Way, WA 98003



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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OUR FAMILY HAS LIVED IN THIS NEIGHBORHOOD FOR 40 YEARS,
 WE REALIZE WITH GROWTH COMES CHANGE BUT WHEN THAT
 CHANGE IMPACTS OUR DAILY LIFE IT IS DIFFICULT. THE
 AIRCRAFT OVER OUR NEIGHBORHOOD ARE BECOMING MORE
 FREQUENT AND SOMETIMES SO LOW AS TO RATTLE THE
 HOUSE OR WAKE US FROM A SOUND SLEEP. CONVERSATION
 IN THE YARD IS DIFFICULT WHEN JETS ARE TAKING OFF
 TO THE SOUTH. I SOMETIMES WONDER IF THEY ARE AT THE
 REQUIRED 500FT ALTITUDE. ALSO HAVE NOTICED INCREASED
 SMELL OF JET FUEL AND REMNANTS OF JET FUEL ON
 OUR VEHICLES & YARD FURNITURE. CAN'T THE AIRCRAFT
 TAKE OFF OVER THE SOUND AND THEN HEAD EAST AFTER
 REACHING A SIGNIFICANT ALTITUDE?

N3-1
N2-1
N3-2

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: GLEN & RHOND SMITH
Address: 3809 S. 308th ST.
AUBURN, WA 98001

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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N3-6
1) The Extra Land Freight 747 Airplane that departs Sea Tac makes us all up every night about 3 am to 4 am. Why doesn't noise reduction apply to this flight and airplane.

N3-5
2) Sea-Tac needs to curfew flights from 10 pm to 5 am like some airports do such as Orange County, CA.

54-4
3) The noise measuring equipment takes an average over 24 hours thus NOT showing true impact of new local planes one after another 16 hours a day

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Patricia D. Smith
Address: 916 S. Marine Hills Way
Federal Way, WA
98003

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW

NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS

SEATTLE-TACOMA INTERNATIONAL AIRPORT

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S12-25

1) Why is this series of meetings scheduled for 5:30 p.m. So the POS can say "oh very little attendance thus it is not a problem"? These meetings need to start @ 7 p.m. so the residents can get home from work and attend!!

N3-15

2) Airlines landing from South to North need to be stopped down @ higher altitudes as we live in Federal Way and the planes are now barely over our home @ 2,000 ft altitude. Many planes are ~~stopped~~ ^{higher} until Des Moines then drop then down steeply to touchdown.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Patrick D. Smith
Address: 916 S Marine Hills Way
Federal Way, WA
98003

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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- N3-2
N3-6
N3-15
N3-7
S2-1
N3-3
1. CAN ALTERNATE FLIGHT PATHS BE USED TO REDUCE LOAD ON EXISTING RESIDENTS?
 2. CAN FLIGHTS AT NIGHT GO OVER NON-RESIDENTIAL AREAS?
 3. CAN FLIGHTS NOT COME IN AT SUCH LOW ALTITUDES IN RESIDENTIAL AREAS?
 4. IS THERE AN ALLOWANCE TO SOUNDPROOF HOMES WHERE OVERNIGHT FLIGHTS OCCUR?
 5. WHY CAN'T A SECOND AIRPORT BE BUILT EAST OF BELLEVUE INSTEAD?
 6. DO ANY OF YOU LIVE IN THE FLIGHT PATH? IF SO, HOW DO YOU DEAL WITH THE NOISE AT NIGHT? SPECIFICALLY FOR BURDEN / FED WAY.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: JOHN SMYTHE

Address: 29011 7TH AVE S

FEDERAL WAY WA 98003

From: Quiet Skies
To: SAMP Public Comments; Edie Staiger
Subject: SAMP Public Comment Edie Staiger
Date: Sunday, September 23, 2018 4:04:13 PM
Attachments: Scoping Comment Staiger.pdf

Dear Mr. Steve Rybolt,

Please accept the public comments attached by Mrs. Edie Staiger of Des Moines, Wa, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the 4 comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding comments on behalf of Mrs. Staiger be deemed unacceptable, please reply to all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

From: **Edie Staiger** edie_staiger@gmail.com
Subject:
Date: **September 10, 2018 at 5:06 PM**
To: **Edie Staiger** 382bd11d8195e427d118m1@special.brocka.com

N3-

Why are planes flying lower and lower and often parallel to each other?

S2-1 N2-1 S2-1

Can't some of the cargo planes land at Boeing field at night to cut down on the noise?

N2-1

What about all the soot on my lawn furniture each day? That can't be good.

S2-1

What are you doing about finding regional airport solutions?

Edie Staiger

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

Comments must be received by September 28, 2018.

N/D-7

1. INTERMITTENT INTERRUPTIONS OF BROADCAST
(ANTENNA) TV.

N3-3

2. NOISE. TO LOUD TO CONVERSE OUTDOORS.
3. LOW FLYING FLIGHT PATTERN RUNNING
EAST ← WEST

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: SCOTT STALLMAN

Address: 192ND & 4TH AV S.

DES MOINES, WA 98148

COMMENT FORM

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N3-4

N6-1

ON JULY 16th 2016, THE FAA ~~ALLOWED~~ CHANGED
FLIGHT PATH TO TURN EARLIER HEADING NORTH
TURNING SOONER WEST & LOWER OVER THESE
TREE POINT AREA WITHOUT ANY NOTIFICATION
TO THE "PROPERTY" OWNERS OR EVEN THE
PORT OF SEATTLE... WHY ISN'T THE PORT
AS ANGRY AS I AM? THE PORT IS PARTNERED
WITH FAA, BUT THE PORT REPRESENTS "ME"
WHEN MY PROPERTY LOWERS IN VALUE, DON'T
ASK INCREASES MY TAXES TO COVER YOUR
STUPIDITY.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: DAVID STANFORD
Address: 2933 SW 164th PL
BURKEN, WA. 98166

From: Quiet Skies
To: sterleys@comcast.net; SAMP Public Comments
Subject: Re: Air Pollution
Date: Monday, September 17, 2018 10:48:33 AM

Dear Mr. Steve Rybolt,

Please accept the public comment below by Mr. & Mrs. Sterley of Federal Way, regarding the NEPA EA/SEPA EIS SAMP 2018 Scoping Comment Review. Per the Port of Seattle's website, email of public comment to this address is one of the 4 acceptable ways of filing.

We believe the comments below pertains to "Are There Other Impacts We Should Be Looking At"? As stated on the Port of Seattle's own online comment form.

Should us forwarding a comment on behalf of the Sterley's be deemed unacceptable, please email all in this email chain immediately as to your reasons why.

Kind Regards,

Quiet Skies Puget Sound
Team Member

On Sun, Sep 16, 2018 at 7:23 PM Rod and Carol Sterley <sterleys@comcast.net> wrote:

113-2 [The air that we breathe living under the flight line is already putting our health and our lives at risk! It causes heart, lung and other health issues. Doubling the amount of air traffic will make it impossible to even go for a walk in our neighborhood!

[Please consider re-routing some of this traffic away from our area!

Carol & Rod Sterley

Federal Way, WA 98023



Virus-free. www.avast.com



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I attended the meeting in Federal Way this past summer and also the open house at the FWCC on September 17, 2018. I am very concerned with the proposed growth is the airport.

NB-1/NB-6

I have lived in Federal Way in Campus Woods since 1989. It was a quiet place to live, with lovely woods and greenery throughout the neighborhoods. Occasionally a plane could be heard. Since then the air traffic has increased so much that daily living is now impacted directly but the volume. The noise recently has become so obtrusive that it wakes slumbering residents frequently in the middle of the night. This is happening frequently now but the Port has turned a deaf ear to residential complaints. There is no reason that the quietness of a sleeping neighborhood cannot be maintained by imposing some restrictions and obtaining concessions from the airlines during these critical hours.

Another growing problem is the impact of planes on cell phone reception. When planes land in the space near my home, my cell phone calls are interrupted. Once the plane travels further, the call returns without my redialing. It is as if the call was suspended for about 20 seconds, but then resumed. It happens regularly when the planes are landing from the south, and traveling north to Sea-Tac to land.

N10-5

I can even go for a walk with my dogs on the Campus Pointe neighborhood streets and have my phone calls are affected. I just have to look up and see a plane landing. In either circumstance, the phone goes silent until the plane travels further north, probably because it is no longer an obstacle to the cell tower transmission.

This problem does not happen when flights take off toward the south. It happens when planes land, because they all have to reduce their altitude as they approach SeaTac and that level somehow interferes with local AT&T cell towers. I have spoken to neighbors both in Campus Woods and along Mirror Lake. They are now noticing that planes are landing when their problems occur. I own property at SW 316th St and also near SW 327th St in Federal Way. Both locations have problems, but the one closer to the airport is worse. It is not just a matter of going to a different room in the house to get reception. It is due to the flight patterns and frequency of planes landing near our homes. Is the only solution a land line?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: EILEEN STAUSS
Address: 32636 7th Ave SW
Federal Way, WA 98023

COMMENT FORM

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N3-4

S4-11

I am very concerned about the relatively new route going over Burien for turboprops. The noise was not anticipated when we moved here, how can this be allowed! I am worried this route will be expanded for other types of planes making it worse.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: MARSHA SUTTON
Address: 17229 SYLVESTER RD SW
NORMANDY PARK WA 98166



COMMENT FORM

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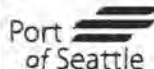
N3-20

Please explore a new enclosed ground
run up enclosure to reduce sound from those
tests

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: MARSHA SUTTON
Address: 17229 SYLVESTER RD SW
NORMANDY PARK WA 98166



COMMENT FORM

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S4-E
S3-1
S6-B
N3-19
N10-31
N5-5

LOOKS LIKE EXPANSION IS INEVITABLE. MY CONCERNS -

- INCREASE IN NOISE AND TIME OF DEPARTURE AND ARRIVAL
- HYDROCARBON POLLUTION ON TOWNS BENEATH THE FLIGHT CORRIDOR
- USE OF MASS TRANSIT IN AND AROUND THE AIRPORT
- PORT AUTHORITY PROVIDED 1 GRANT YEARS AGO TO SOUNDPROOF HOMES IN THE DES MOINES AREA. RELOOK THAT OPTION. 1-05E WINDOWS INSTALLED ARE FAILING -
- BUILDING SECURITY INTO THE BUILDING PLAN. CURRENTLY TSA IS OPERATING ON WHAT WAS ORIGINALLY A TEMPORARY SOLUTION.
- PUBLIC PERCEPTION OF PORT AUTHORITY - WE WERE TOLD THAT THE THIRD RUNWAY WOULD BE USED SPARINGLY - NOW IT IS USED REGULARLY - PORT AUTHORITY IS GOING TO HAVE TO OVERCOME THIS MISBELIEF IN THE ORGANIZATION

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Joe Teeples
Address: 1015 S. 23rd Place
Des Moines, WA 98196
Joeteeples@hotmail.com

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW
NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS
SEATTLE-TACOMA INTERNATIONAL AIRPORT

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S3-4
S2-6
N4-3
S12-26

IT IS WRONG TO APPROVE NEPA OR SEPA WITHOUT THE FINAL REPORT ON ULTRA FINE PARTICLE STUDY. WHY DON'T YOU STUDY THE HYPERLOOP & BULLET TRAIN TECHNOLOGY TO REDUCE THE NEED FOR JETS? HOW MUCH MONEY \$\$\$ SHOULD YOU SET ASIDE FOR THE ↑ CANCER, RESPIRATORY, & DERMATOLOGICAL ILLNESS THESE JETS EMIT? WHO DECIDED THAT STATE REPS WOULD NOT BE PRESENT AT THE START MEETINGS?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Ernest Thompson
Address: 625 SW 189th St.
Normandy Park
WA 98148

From: earnest thompson
To: SAMP Public Comments
Subject: Jet fuel tank expansion
Date: Thursday, September 27, 2018 4:30:00 PM

SB-7 55-3 510-3

1. Building millions of gallons size jet fuel tanks above ground is very dangerous and puts thousands of people's lives at risk due to accidents, earthquakes or terrorist act.
2. Expanding this airport in any manner increases the suffering of the citizens who live within miles of this airport due to pollution .
3. POS Taxing citizens to pay for private enterprises and corporations facilities and thus increasing profits for these corporations should be investigated as a RICO activity. Shameful.

Sent from my iPhone

COMMENT FORM

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S2-6

Hyperloop!

Hyperloop!

Hyperloop!

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Message

Address: from the

Earnest Thompson
625 SW 189th St.

WORKING CLASS!

N.P., WA 98166 we are everywhere!

512-20

HNTB Corporation
The HNTB Companies
Infrastructure Solutions

600 108th Avenue NE
Suite 900
Bellevue, WA 98004

Telephone (425) 455-3555
Facsimile (425) 453-9179
hntb.com



September 28, 2018

Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168

Subject: SAMP Environmental Review Scoping Comments.

Dear Mr. Rybolt:

HNTB is an infrastructure solutions firm that assists clients with their largest and most complex projects by providing a range of professional services. HNTB is proud to have worked on some of the most significant public infrastructure projects in the region, including projects for the Port of Seattle, Washington State, the City of Seattle, and Sound Transit. In addition to the Port of Seattle, HNTB has had the privilege of working at nearly every large hub airport in the United States. HNTB is a member of Tomorrow@Sea-Tac, a coalition of business, labor and environmental communities, formed to help ensure that Sea-Tac Airport can meet customer demand and provide an efficient, reliable and comfortable experience for the next 20 years and beyond. The coalition's mission is to provide independent, third-party review and input to capital improvement planning at the airport, and to support the development and implementation of a Sustainable Airport Master Plan. HNTB is pleased to submit the following comments in response to the Port of Seattle and Federal Aviation Administration's request for comments regarding the scope of issues that will be addressed in the Port's Sustainable Airport Master Plan (SAMP) environmental review document.

HNTB believes Sea-Tac International Airport ("airport") plays a critical role in the economic and social well-being of the Puget Sound region and the entire state of Washington. While HNTB recognizes that the environmental review process must address legitimate concerns about how the continued growth of the airport will impact some segments of our community, we should also bear in mind that the airport is one of the most significant, important and uniquely situated regional public facilities. In sheer numbers alone, there are few if any other public facilities that so many members of the general public rely upon.

HNTB strongly supports a planning approach that will scale facilities and services to meet the projected passenger volume and demand at the end of the planning horizon, meeting or exceeding generally accepted customer service standards for airports at that point. HNTB believes this approach will ultimately allow the airport to more effectively mitigate impacts while ensuring forward compatibility, than planning and building to sequentially meet interim levels of demand and being forced to manage additional incremental construction phases.

HNTB believes the Port is right to consider ground transportation requirements as part of the environmental review process because decisions by other public entities will play a major role in determining the total impact of the necessary expansion of the airport to meet the needs of the region. The Port should seek the assistance of other regional public transportation agencies such as Sound Transit and King County Metro to analyze and address current and future ground transportation needs,

and to better integrate these services into the Port's operations and facilities. This will be one important way to mitigate transportation impacts and better manage future ground transportation needs of the growing airport.

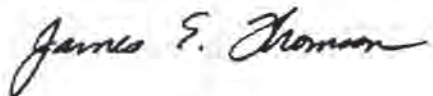
To the greatest extent possible, technological developments should be considered and accounted for in the environmental review process. These may include progress in the development of more efficient aircraft, lower emission personal and public transit vehicles, and personal technologies that streamline the customer service experience and reduce the amount of time spent or energy consumed by passengers.

The Port Commission, the Port and airport leadership are all to be lauded for their demonstrated and firm commitment to reducing the environmental impact and setting the bar to make Sea-Tac airport the model of best practices in sustainability for airport operations in the country. This commitment should be recognized and the expectation of continued progress in this arena should be incorporated into the environmental review process.

Care must be taken to limit the environmental review to those impacts that are directly related to the planned expansion of airport facilities. The process may identify other potential impacts, such as increasing traffic volumes that result from the growth of the region but if these factors would occur with or without investments in new facilities at the airport, they should be considered outside the scope of potential mitigation requirements.

Finally, the environmental review must realistically assess the impacts of no action, such as increased congestion and additional emissions resulting from longer waits to enter or exit the airport property and parking garage, or the longer commutes that residents of neighboring communities may face if the expansion of airport does not move forward. Given the growth forecasts for this region, HNTB believes a "no-build Alternative" is neither practical, nor feasibly able to accommodate rising demand or capacity needs and would bring strong, negative economic consequences to our region.

Best regards,

A handwritten signature in cursive script that reads "James E. Thomson".

James Thomson, PE
Vice President
Northwest District Leader

1 to have my house washed off every year; I have plastic
2 siding. It's because of the amount of stuff coming out from
3 the sky from the planes.

4 I'm worried about my health. I don't see any studies
5 being published about the effect of the airport and the
6 increase on my health. And I feel that the community has
7 been consistently lied to. And there's no trust, very
8 little, between the people and the Port of Seattle.

9 We need another airport; we need another runway to
10 accommodate all of the changes that -- of the increase in
11 the volume of the planes. But basically, I live daily with
12 the roar of airplanes over my head, which affects my
13 television reception, cell phone, computer reception.

14 So that's why I'm here.

15 HEARING OFFICER PHILIPSEN: Are you finished?

16 MS. MARKKANEN: Yes.

17 HEARING OFFICER PHILIPSEN: You're under time.

18 Thank you very much.

19 MS. MARKKANEN: You're welcome. Thanks for
20 being here.

21 HEARING OFFICER PHILIPSEN: It's a pleasure.

22 MR. THOMPSON: Hi. There's about three things
23 that really -- two or three things that really concern me.

24 One is, we have an ultrafine particle study being done at
25 the University of Washington. That is due to be completed

NZ-1

SZ-1/N10-5/N10-7

11-3

1 | sometime early next year. Until that is completed, it is
2 | completely contrary and contradictory and not in the public
3 | interest to conclude SEPA, EIS, NEPA studies by September
4 | 28th. You cannot make a rational decision until you have
5 | the data you need from the ultrafine particles study, in my
6 | opinion.

7 | Secondly, we know that the airport, from previous
8 | studies done by the UW Public Health Department, indicate
9 | that if you live near the airport, you will die six years
10 | younger than the other persons. And that was considering
11 | factors and the variables included in that. We know that if
12 | you live in Des Moines or Burien you live in the 100th
13 | percentile of increased risk of cancer, respiratory disease,
14 | dermatological conditions, and other things.

15 | There is a serious health component and environment
16 | component here that is not even being addressed. They are
17 | only talking about noise. Noise is the canary in the coal
18 | mine. The rule issue is pollution and increasing cancer and
19 | death rates as a result of excessive jet pollution.

20 | So from my perspective, any discussion of that, of the
21 | September 28th deadline, should be accounted for. We need
22 | an extension of that. And the Port of Seattle has already
23 | told the mayor of Federal Way that it will not be extended.
24 | To my mind, that is just not only ludicrous; it borders on
25 | the criminal.

1 The last thing I would like to get in my three minutes
2 is that there is only one solution to airport pollution, and
3 that is Hyperloop. Hyperloop is the technology which is not
4 science fiction; it is happening now. The first contract
5 has been signed for these transportation systems to be
6 built. There's one in California -- there's three in
7 California; one of them is run by Elon Musk, another one by
8 Richard Branson, and a third by another corporation. They
9 have signed contracts over the first Hyperloop technology
10 transport system in Abu Dhabi, Dubai, in the Middle East
11 within three years to be operational.

12 As you know, Hyperloop technology is able to carry
13 roll-on cargo containers straight off the ships as well as
14 people. It goes at over 700 miles an hour. There is no
15 problem with pollution; there is no problem with noise, and
16 it is the only solution that will answer our problems here.

17 For any other further questions, be sure to ask Ernest
18 Thompson at 625 Southwest 189th Street, Normandy Park, your
19 friend, anytime.

20 HEARING OFFICER PHILIPSEN: That is your
21 address?

22 MR. THOMPSON: Yes, that is my address.

23 HEARING OFFICER PHILIPSEN: Do you have an
24 email address?

25 MR. THOMPSON: Yes, I do. My email is

COMMENT FORM

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N3-1 [We have definitely seen and ~~a~~ sizeable increase in air traffic over the years. Have the planes been flying lower? We can almost touch the planes they seem so low?]

N3-7 N3-6 [With the increased traffic, my house windows are being shaken to the point of waking my kids up (8 + 5 years old) at night. Is there any compensation for the added insulation needed to dampen the noise?]

N10-8 [Are there fuel dumps happening over my neighborhood? There have been many planes flying over us with mist coming from the tail area]

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: John Schindler

Address: 27021 12th Ave S.

Des Moines, WA 98198

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58-3

The environmental review document must identify areas where low income & minority residents reside & analyze disproportionate impact by airport operations.

Environmental justice must be a factor in the environmental review, otherwise it is incomplete.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Austin Smith

Address: 702 SW

Colewood Ln

Normandy Park, WA



COMMENT FORM

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S12-1

Firstly very disappointed in the lack of knowledge of the staff of Port of Seattle had. The public appeared to be more on board than the staff at some points.

Every question was responded by "give us your feedback". A few knew some of the basics.

S12-21

I was amazed to hear how many studies are to be done at tax payors expense. We all know what happens to these studies if they don't fit "the plan". When I asked if there were plans

to step the planes to reduce noise I was advised they would look into it. They were supposed to have a noise study. I am not sure if they will do it.

ATTENTION

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: JILL TINKER

Address: 916 S Marine
Hills way

Federal way,
WA 98003



COMMENT FORM

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2 Concerns -

S12-14

1 - Improved space/shading area for people going through security
Include consideration of "Time in line", access to restrooms and water

S12-15

2 - Must improve in-terminal movement plans for elderly and others who would have difficulty getting from International to new planned domestic gates

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: DAVID TONER
Address: 305 SW 313rd St.
Telona Way WA
98023

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW

NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS

SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

Comments must be received by September 28, 2018.

S3-1 S4-3
As air traffic increases with the airport's improvements, I am very concerned about air quality and noise. Air quality needs to address both at the airport and in the communities under the flight paths. With more flights, these communities have more risk. Same with the noise analysis.

S12-14
Also, in the design, please give ample consideration to handicapped accessibility. Moving walkways, elevators, close-in drop off points. Thank you.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Eden Toner

Address: 305 SW 313th St

Federal Way, WA 98023



COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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51-115

While I understand that the project expansion will occur w/in ^{property} ~~set~~ boundaries, I am still concerned that people who live outside (but near) ~~set~~ property might experience negative impact on their quality of life (air, noise, etc) and their property values. What was once undeveloped ~~part~~ ~~property~~ may become someone's back-yard horror.

How will the expansion impact those of us a couple ^{or more} miles from the airport with regard to air quality, home values, etc.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Debra Valpey
Address: 18225 Terrace Ct. SW
Normandy Park, WA
98146

From: Kenneth Van Gerpen
To: [SAMP Public Comments](#)
Subject: AIRPLANE NOISE
Date: Friday, September 28, 2018 6:59:09 PM

N3-2
I live in Kenmore, WA. My only comment is that since everyone in the greater Seattle area benefits from all the air traffic, we should all share equally in the noise pollution equally as well. I have heard that it is more efficient to route planes in their current patterns but I think we all know that with the current technology (let alone the existing technology in AI which is more advanced but not yet available) a more equitable distribution of the noise is feasible, available, morally responsible, and can be achieved without preferential treatment.

Kenneth Van Gerpen
18522 6nd Ave, NE
Kenmore, WA 98028

Sent from [Mail](#) for Windows 10

2-11-18

1 which should determine the extent to which it would result
2 in a lower environmental cost or degradation than the
3 30-plus projects in the proposed SAMP would create.

4 Sincerely, Marine Hills Airport Noise Health Impact
5 Steering Committee. And the signatories will be on this
6 letter: David A. Berger; Chris Hall; Steve Lewis; Ray
7 Miryekta, M I R Y E K T A; Kurt, with a K, Moss; Susan
8 Petersen, that's P E T E R S E N; and Gigi, that's G I G I,
9 Sather, S A T H E R.

10 And again, once I get the final signatures, I will
11 submit this letter through the U.S. mail to Mr. Rybolt.

12 HEARING OFFICER PHILIPSEN: Okay. Thank you.

13 With that, I'm officially opening your portion of the
14 oral comment session of this scoping meeting. You have
15 three minutes and I will time you.

16 MR. WACHTEL: Okay. First thing I would like
17 to bring up is that a New York State senator is currently
18 calling for changes to the flight plan pattern at LaGuardia
19 Airport after a study found the noise it generates could
20 reduce the life spans of some Queens residents by about
21 one year.

3-11-18

22 The study was conducted by researchers at Columbia
23 University's Mailman School of Public Health and published
24 in the August 15th issue of the International Journal of
25 Environmental Research and Public Health. I would like to

1 see this study include an analysis of that study in its
2 publication.

3 Next, the impact on human health and the environment
4 must be analyzed under applicable federal state laws. Test
5 analysis and published results must be done before any
6 increase in flight operations or airport expansion. Testing
7 for the toxic chemical thorium must be included in the
8 testing. Thorium is an indispensable tracer of airport
9 emissions unique to airplanes versus diesel engines.

10 The Council on Environmental Quality, CEQ, Regulation
11 1508.27 refers to major federal actions affecting the
12 quality of human environment. The regulation says that
13 short-term and long-term must be considered -- in other
14 words, impacts must be considered in the context of time,
15 quote, intensity, unquote, is part of the -- is the severity
16 of potential impact in context. The regulation directs
17 agencies to consider adverse impacts to human health and
18 safety. There are health and environmental studies
19 currently underway, such as, but not limited to, the
20 University of Washington Ultrafine Particulate Study Phase
21 1, and the Washington State budget proviso, Sea-Tac Airport
22 impact study currently being managed by the Department of
23 Commerce.

24 The results of these studies and any recent studies
25 need to be included in the Port of Seattle's SEPA and the

11-3
S

1 FAA NEPA process.

2 I would direct this study to evaluate the paper
3 "Evaluating Particulate Emissions From Jet Engines:
4 Analysis of Chemical and Physical Characteristics and
5 Potential Impacts on Coastal Environments and Human Health"
6 by Karleen A. Boyle.

7 Finally, there have been no studies of substance in
8 over six years as to the impact environmentally and
9 health-wise of the growth of the airport and the high
10 increase in traffic. I have analyzed enplanements and I
11 have in front of me the 2015 enplanement schedule, which
12 shows 14 airports as being the busiest in the United States.
13 Of them, Sea-Tac, at 3.9 square miles, is the eleventh
14 busiest airport per size, while it is the ninth busiest
15 airport in the United States. And it is exceeded only by
16 Los Angeles International Airport and Atlanta Jackson
17 International Airport.

18 I cannot see how they can expect to double this
19 airport's operations and maintain operational safety that
20 will prevent a catastrophe in the local area. And I would
21 like this matter addressed and published.

22 Thank you.

23 HEARING OFFICER PHILIPSEN: Thank you.

24 MR. WACHTEL: Do I have to go through you
25 again?

1 HEARING OFFICER PHILIPSEN: No.

2 MR. WACHTEL: Okay. I'd like to bring up a
3 couple of points.

4 [The environmental review being presented is a piecemeal
5 process. The entire project goes to 2030, that is the
6 near-term and the far-term. And the Near-Term Project only
7 goes to 2027, and that is the part that we are examining at
8 this time. This separation has been used before by the
9 airport to avoid scrutiny on what they're actually doing for
10 the totality of the project.

11 It appears that the Port is attempting to conceal the
12 fact that the long-term and far-term projects are part and
13 parcel of one objective with one outcome, which needs to be
14 examined as one project/entity. If the Port continues to
15 only do an environmental analysis of the Near-Term Projects,
16 then it is reasonable to foresee that the City could argue
17 that the analysis that is done is incomplete.

18 [Final comment is that the Port should, rather than
19 investing a billion dollars in trying to create the
20 operations at the extreme level of the operation spectrum,
21 support the location and selection of a new site for a
22 second airport.

23 That's all I have. Thank you.

24 HEARING OFFICER PHILIPSEN: Now you have the
25 floor and I will time you.

S 11-10

S 2-1

From: Debi Wagner
To: SAMP Public Comments
Subject: additional information
Date: Sunday, September 16, 2018 11:08:42 PM

Hello:

Two more articles on noise and emissions to add to my previous comments. These public health reports have been received today and the links are copied below.

https://www.theguardian.com/environment/2018/sep/16/air-pollution-particles-found-in-mothers-placentas?CMP=fb_gu

<https://thequietcoalition.org/aircraft-noise-kills/>

SS-1 [The evidence on the public health harm to residents living near airports and in flight paths seems to be mounting. These revelations add to the urgent need for thorough, robust, verifiable human health science based investigations.
Debi Wagner

1 HEARING OFFICER PHILIPSEN: That's all you need
2 to do here.

3 MR. BEEMAN: I mean, in the whole thing. I
4 thought there was going to be a meeting. We were
5 misinformed.

6 HEARING OFFICER PHILIPSEN: Well, you might say
7 it is a meeting, but this is one part of it, where we take
8 your comments and record them. But there are exhibits in
9 there with people to answer questions and --

10 MR. BEEMAN: I understand.

11 HEARING OFFICER PHILIPSEN: Mr. Weir?

12 MR. WEIR: Yes.

13 HEARING OFFICER PHILIPSEN: You have three
14 minutes.

15 MR. WEIR: I'm Keith Weir. I live at 21034
16 Second Avenue South in Des Moines on the north hill; new
17 resident there. Formerly lived in Gregory Heights in Burien
18 for 22 years. Just a little concerned when we initially
19 moved in. I'm not one of these -- I live by an airport, but
20 with the introduction of the third runway and the increase
21 in flight patterns and the frequency of flights as we live
22 there got progressively louder and noisier. And we did move
23 to Des Moines, I understand. I'm up on the north hill and
24 we have a view and it's beautiful and wonderful, but with
25 the increased flights and everything, comes increased air

NS-2

NB-1

1 pollution; audio, you know, noise. And I just have some
2 concerns about the water quality for the creek flowing out
3 into the Sound with an increased capacity of flights and
4 what will be done with fuel-management runoff, things like
5 that. I know Miller Creek has been impacted greatly by the
6 runoff from the runway over the years.

7 So that's my environmental -- with a little bit of
8 concern on that. And I do have three children I'm raising,
9 as well, so their little lungs, and my neighbors', as well.

S12-9

10 On another front, in the long-term on these projects,
11 looking in there, there's quite a long list of work that
12 looks like it needs to be done to upgrade the airport and
13 get it ready for this increased capacity. At the Burien
14 City Council meeting, somebody did their math and said that
15 it looked like an increase of about 465 flights a day over
16 what is currently flying. All that capacity and demand
17 needs to be met somehow; that equates to construction
18 projects.

19 I am an electrician, and I would prefer that the Port
20 look at implementing a master community workforce agreement
21 to cover all of these projects under one envelope so
22 opportunities are made available for residents of the
23 community to either get into an apprenticeship or get into a
24 pre-apprenticeship and be able to be made ready to become an
25 applicant for a living-wage career in the construction

1 field. We work with the skills center and Highline Public
2 Schools and other school districts to make sure that
3 children have an option other than college which actually
4 provides them a pathway to a living-wage career. So we've
5 got kids that can -- that may not be on the college path
6 that can, in five years, go from earning zero to earning
7 \$80,000-plus a year with benefits for their families without
8 college debt and the burden of that.

9 So with that, I would just strongly encourage the Port
10 commissioners to look at these upcoming projects and be
11 smart about their allocation and make sure that we have an
12 overarching agreement that makes it a level playing field
13 for all and provides opportunity and pathways.

14 HEARING OFFICER PHILIPSEN: Thank you, Mr.
15 Weir.

16 Okay. Ms. Oliver, you have three minutes.

17 MS. OLIVER: Thank you.

18 I have lived here for almost 16 years. These last nine
19 months have been life in hell because of the environmental
20 effects of the airplanes going over my house. I sometimes
21 have them every 20 seconds. It's so noisy, you can't
22 hear -- you can't hear another person talking; you can't
23 hear yourself think; you can't sleep. You close all the
24 windows; it doesn't matter.

25 So you get no rest; you get no time to focus on

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S12-9
N3-7
N3-3
N8-1
N2-5

x) I have concerns about air quality, surface water runoff in to Millerd Creek + adjacent water bodies -> Noise level concerns (Will the Port have a more robust package to mitigate levels within homes, schools + businesses?)

(*) Workforce + Economic Development -> I encourage the Port of Seattle adopt an over arching Community Workforce Agreement for further expansion incl. infrastructure projects @ The Ports properties (including

Submit comments to:

Keith Weir Airport + SeaPort!
9/10/2018

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Keith Weir
Address: 21034 2nd Ave S
Des Moines 98198

1

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5-12-9
*) CWA's offer pathway to a solid middle class life, by offering residents opportunities to the Construction Careers available on Port projects

Through pre-apprenticeship & apprenticeship programs, the Port can be a partner in the strongest economic & workforce development tool, that is proven to lift all boats. We have decades of success stories, and we can offer careers that won't cost individuals an arm and a leg to find a pathway to a living wage career.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Keith Tukin

Address: 21034 2nd Ave S.

Des Moines, WA. 98198

2

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- 511-5
1.) THIS SCOPING PERIOD HAS BEEN OPEN SINCE JULY 2018
THE 1ST MEETING FOR CITIZEN INPUT IS JUST 18 DAYS FROM
COMMENTS CLOSED 9/28/18
WHY WEREN'T LOCAL CITIZEN INPUT SOUGHT BEFORE THIS TIME?
- 52-3
2.) HARD AS THIS MAY BE, BUT, GIVEN GEOGRAPHIC CONSTRAINTS
PERHAPS NOT ALL PROJECTS ARE FEASIBLE OR ACHIEVEABLE
- 52-4
3.) FOCUS ON MAKING THE AIRPORT FAA COMPLIANT BEFORE
PLANNING NEW PROJECTS
- N10-2
4.) AS A KING COUNTY TAX PAYER, STIA PRESENTLY HAS
TOO MANY OPEN PROJECTS OVER BUDGET AND BEHIND
SCHEDULE AND THE RESPONSE TO THIS IS HIRE MORE
PEOPLE AND START NEW PROJECTS

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Mike Welch
Address: 2947 S. 296TH PL
FED WAY

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S4-3

The changes and improved efficiencies presented at the open house will create more air traffic & more noise. The airport needs to take that into account. Airplane noise creates stress for people when they can no longer enjoy the outdoors and their property. Children cannot learn as well if their classes are interrupted by noise.

N3-5

SeaTac needs to impose noise standards for the airplanes that use the airport. The Port needs to minimize flights from big cargo planes and put curfews into place. Flights over residential areas must be minimized as much as possible and those that do fly over residential areas need to be higher. Past operations did not have airplanes flying as low as they currently are. These are the changes that would improve life for the residents who find themselves unlucky enough to be under current flight paths.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Neva Welch
Address: 4757 SW 315th Place
Federal Way WA 98023



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NB-6
The disruption of nighttime sleep is already too severe. It can only get worse if traffic increases as projected.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: ROBERT WETLI

Address: 601 27TH #2055

COMMENT FORM

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S12-18

S6-8

Flying is not fun! The airport in July of this summer 2018 was atrocious. Too many people in the check in TSA areas etc. We were told by TSA (when we were directed) that we were in wrong area. We were directed to retrace our steps and go to the S TSA line. Then up/down stairs to see if someone & then to train to gate. It was very hard to traverse these miles of hallways. It was definitely a back + forth pathway. We live in Des Moines & planes are taking off/landing every few minutes. Can not imagine 500 more planes, + people, plus traffic etc. Seattle Tacoma needs alternate airports north or east.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: VIRGINIA WETZ

Address: 601 S 227th #2055

Des Moines, WA 98198

1 your name.

2 MS. WHITE: Okay. My name is Susan White. And
3 so I was on the Des Moines City Council for eight years when
4 we fought the third runway, so I feel kind of historical in
5 this, to a degree.

6 So my opinion is, at the time it was unfortunate that
7 we didn't cite another regional airport because that is
8 needed. I mean, I think Sea-Tac is at its maximum capacity.
9 The impact it's having on the community now is a bit dire:
10 a lot more airplane noise, flights coming in lower, the
11 environment.

12 My grandchildren go to St. Phil's, which is a private
13 Catholic school, but the airplanes are every day over there
14 and one after another. Do I worry about the
15 environmental -- the stuff that's going down perhaps harming
16 them? Yeah. As well as a lot of other -- like cancer,
17 health, and all this.

18 So on the other hand, I don't want to just be this
19 person that is just -- it's happening. So what can we do to
20 be part of the solution? I think that's where the -- you
21 know, a give and take, somehow, with the Port of Seattle,
22 not just this dog fight that is -- makes everybody mad. I
23 just think it's not going to stop the growth in the airport;
24 it's happening. I hope they find another regional airport
25 or realize that they can participate in our community in

MI-1

SS-3

SZ-1

1 some positive way, whether it's with the schools and flights
2 and different ways they can take off and impact our
3 community so detrimentally.

4 And that's kind of the way I feel. If there's anything
5 as citizens we can do to engage more -- this is good. But I
6 think there's a lot to address on the impact of south King
7 County, which has always kind of been a dumping ground for a
8 lot of stuff, in my opinion, just living here for all that
9 time.

10 That's kind of all I have to say. I'll submit my
11 comments.

12 HEARING OFFICER PHILIPSEN: Okay. Thank you.

13 MS. WHITE: There you go.

14 HEARING OFFICER PHILIPSEN: Very good. Thank
15 you.

16 MR. AZZAM: My turn, right?

17 HEARING OFFICER PHILIPSEN: Your turn.

18 MR. AZZAM: Okay. My name is Wasim Azzam.

19 I've been living in Federal Way for the last 27 years. I
20 moved houses ten years ago. I now live in the Marine Hills
21 on -- in the flight path, which was not really directly a
22 flight path when I moved in ten years ago.

23
M 24
N 25

Recently, life has been changed to the worse because of
the airport noise -- the airplane noise. We can't use the
patio, we can't use the backyard or the front yard; we can't

From: Gerry Wieder
To: [SAMP Public Comments](#)
Subject: SAMP additional question
Date: Wednesday, September 19, 2018 3:25:10 PM

HTS

Why does the FAA/EPA insist on using a non-standard metric in measuring aircraft noise? DNL is a purely arbitrary measure. DdB is the universally (WHO, CDC, etc) measure of noise that contributes to ill health.

Thanks.

Gerry Wieder RN



Gerry Wieder, R.N.

(206) 234.8384

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N3-1

It's my impression that flights are coming in much lower than ^{they} did when I bought my house in 2009 - neighbors explained to me that this was due to the Greener Skies Initiative. The planes are much louder, much closer, and they bother and wake my dog inside the house.

N5-2

I also feel like we are using the third runway all the time, instead of just when weather conditions are bad.

N3-1

Tonight I was told that part of the increase in noise is the much larger aircraft.

S2-1

I feel like we should have begun looking for regional solutions 15 years ago and started

making Everett a robust commercial airport. Ten years ago South Park

Mr. Steve Rybolt
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P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Kendra Wight
Address: 1218 S. Sullivan St
Seattle WA 98108

↳ was a liveable neighborhood.

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Re: Requirement/Priority for run-up test enclosure

N3-6
S4-3 SEATAC must be environmentally world-class — without compromise for our constrained space. I hear the current tests — they are very disturbing, particularly in the early morning — and the demands for them will only increase as the sector continues to grow.

N3-20 What to do: prioritize, vs. other uses of space (cars, cargo), a state of the art run-up test facility: install a 3-side noise-attenuation enclosure for run-up tests.

thanks!

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Andy Wilson

Address: 17229 Sylvester Rd. SW
Normandy Park WA 98166

email: wilson.tandren@gmail.com

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SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

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Comments must be received by September 28, 2018.

54-10
N3-4
S12-23
S4-10

My concern is expansion in overflights over Burien.

① This is a common concern — yet no representative from FAA ATC was here tonight. Everyone just says "we can't control this — it's the FAA". This is poor community relations — you must have ATC at the meetings.

② I oppose the new Q-400 turboprop take-off flight path under north flow. This violates the long-standing prohibition on overflights of residential areas. It totally detracts from our quality of life, and reduces our home value. I am also very concerned and opposed to the lack of community outreach before this flightpath was established, and very concerned that it can be upgraded to jet traffic.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Andy Wilson
Address: 17229 Sylvester Rd. SW
Normandy Park WA 98166

email: wilson.andrew@gmail.com

From: Doktor Zeus
To: SAMP Public Comments
Subject: SAMP NTP ENVIRONMENTAL REVIEW
Date: Friday, September 28, 2018 11:51:36 AM

NEPA EA AND SEPA EIS
PUBLIC SCOPING MEETINGS
SEATTLE TACOMA INTERNATIONAL AIRPORT

Paul Wilson-Grills BSN MN
1121 SW 317th St
Federal Way, WA 98023
206-595-5413

09/28/2018

Attn: Steve Rybolt
Port of Seattle
Aviation Environment and sustainability

I am writing to you as one of many thousands of people impacted, often profoundly, by noise from aircraft using SeaTac airport.

I believe current airspace management and air traffic control arrangements are unacceptable and undemocratic; in my view they amount to a serious failure of regulation and an abuse of government policy. My community is deeply frustrated by what has happened to them; we feel ignored, angry and persecuted. I have collectively lost confidence in the ability or willingness of the aviation sector - both regulators and businesses - to address the issues that impacts us.

NSD
But I believe these issues can be addressed, using the technology now available, if the parties are brought together and required to discuss, develop and implement solutions. I am not a NIMBY. I fully recognize the benefits that the aviation industry brings but a key theme of this letter is that fairness must be paramount in deciding on flight paths, with proper account being taken of communities' views. I hope you will work with us to explore and put in place a new set of regulatory and operational arrangements designed to reduce, minimize and fairly distribute aircraft noise. This has, I believe, the potential to achieve a major and badly needed step forward in responsible, community friendly, aviation policy.

I emphasize that the issues raised and proposals in this letter relate solely to the current operations of SeaTac airport. Current policy and regulation Current airspace management policies, and the associated regulatory arrangements, are complex, multi-faceted and highly technical. They are barely penetrable by lay people impacted on the ground, like most of us. To some extent this may be inevitable. But it has contributed to an environment where consultation and communication with communities, whether it takes place at all, is not fit for purpose.

This was widely acknowledged by many government personnel, and should be addressed; I return to this fundamental point below. It is clear that some "airspace changes", such as in the make-up and classification of controlled airspace, require the consent of the FAA and are subject to a change process and consultation. But the FAA has taken the view that other changes, such as the routing of aircraft through blocks of airspace by air traffic controllers, do not require consultation or consent. These arrangements make no sense to my community: consultation is required for changes that have little impact on the ground, such as to standard arrival routes to nominated holds all of which are at over 7000 feet above sea level (AMSL); but no consultation is apparently required, and the

FAA takes no interest, where a permanent vectoring procedure is altered, below 4000 feet, however significant the impact on communities, tranquility, health or property values. The FAA is patently failing to play an active role in balancing the interests of local communities and relevant stakeholders with those of the aviation industry that regulation expects it to. It is particularly failing to implement the aspects of your guidance which require the noise impact of aircraft and the number of people on the ground significantly affected by it to be the environmental priority from the ground to 4,000 feet (AMSL).

N3-1

At SeaTac, for example, communities previously unaffected by aviation noise are now suffering up to 12 hours of unremitting departure noise daily, without consultation, to achieve marginal gains in fuel and emissions. Airports and air traffic controllers have taken advantage of this position to change vectoring practices and narrow the swathe over which arriving aircraft reach their final approach. This will clearly benefit the aviation industry. It will enable airlines to save fuel and allow more aircraft to use airports increasing their revenue or operate with more resilience. But they have taken no account, and are not required to take account, of the significant increase in noise for those under the new routes, who suffer numerous consequential effects including on health and asset values.

This is wholly uncontrolled behavior, by unaccountable monopoly businesses; a clear case of regulatory failure that has led to an unacceptable balance between the commercial interests of the aviation sector and its customers and those of local communities. Gains for the industry, which are frequently marginal and unproven, should not be at the expense of the quality of life of local people! This complete absence of proportionality would be unthinkable in any other part of the economy and should not be tolerated in the aviation sector no matter how distinctive and valuable it is. I would welcome your lead in addressing this failure.

N3-1

The flight path changes introduced by air traffic controllers and the airport fly in the face of the Government's long established goal to limit and, where possible, reduce the number of people significantly affected by aircraft noise. It is clearly a good thing to reduce the number of people significantly affected by aircraft noise if that can be done without materially adversely impacting others. It is quite another thing to create persecuted noise ghettos, and the government should not allow itself to be associated with such a policy no matter how politically attractive. It is simply not consistent with core American values. Secondly, the changes that have been made, in my view, have clearly increased the number of people significantly affected by aircraft noise.

The Lakota/Twin Lakes neighborhoods in Federal Way, WA is becoming one such noise ghetto.

In the last few year many people who were somewhat impacted by aircraft arrival noise (but few were significantly impacted) to one where many are significantly impacted by a constant stream of aircraft, hour after hour, day after day. A new class of significantly affected people has been created, in the name of the government's policy, with no consultation or redress. Taken together, these factors have led to a position where there is no trust - and an increasing standoff - between airports and air traffic control organizations on the one hand and over-flown communities on the other, with the regulator standing to one side unwilling or unable to act.

The government and its regulators need to consider new and innovative approaches to regulation and work with the industry to innovate in noise management techniques. There is no sign that this is happening currently.

I propose the set of measures described below. Taken together I believe these would send a powerful signal to my communities and others impacted by aircraft noise that the government recognizes their concerns and is willing to work with them to find mutually acceptable solutions. This would, in my view, represent a very significant step forward in aviation policy.

Changes anticipated:

- N3-2 1. Announce that the government will seek to ensure, if necessary through new legislation or Directions, that: aircraft noise will be progressively and materially reduced; noise impacts will be dispersed and minimized and meaningful public consultations will be undertaken.
- N3-2 2. As a specific component of 1 above, direct the FAA urgently to research and trial the potential for using Performance Based Navigation (PBN) technology to achieve the maximum dispersal of flight approach paths without using merge points and the maximum dispersal of flight departure paths within Noise Preferential Routes, with the full involvement of impacted communities.
- 3. Pending the implementation of 1 and 2 above, require the industry to reverse all vectoring.
- N3-26 4. Ensure that the industry uses PBN to achieve the greatest possible safe height with smooth Continual Descent Approach / Continual Ascent Departure at all times, and require the FAA to police this and report on it periodically.
- N3-27 5. Amend your Department's Guidance to the FAA to make clear that noise and noise shadow minimization is the primary environmental consideration in the design of all arrival and departure routes up to at least 6,000 feet (AMSL), and requires it to report periodically on its implementation of this Guidance.
- 6. Review regulatory and contractual arrangements in the aviation sector, particularly those involving airports and air traffic control organizations, to ensure that they contain appropriate incentives to reduce and disperse noise on the basis set out above, with meaningful financial and other license sanctions where this is not achieved.
- NS-28 7. Require airlines immediately to address the debilitating cavity whine caused by certain aircraft.
- N3-29 8. Develop, launch and generously fund a community-oriented program intended to achieve radical change in the culture of the aviation industry towards the noise (and other environmental damage) it creates and the outcomes it achieves. This could, for example, play a key role in: far more intensive noise monitoring; honest, audited, complaint reporting; the development and dissemination of best practice noise management amongst airlines; and accelerated research into options that would keep aircraft higher for longer, such as steeper ascent and descent paths.

I very much hope you will work with us to achieve the significant change needed properly to balance the interests of impacted communities, the aviation industry and those who use its services, through the actions proposed above.

Paul Wilson-Grills BSN MN

From: Marjie Witman
To: SAMP Public Comments
Subject: environmental comments
Date: Thursday, September 13, 2018 5:59:16 PM

I live in Des Moines near the current flight plans to and from Sea-Tac airport.

S4-3
The noise from flights has been increasing during the past several years, so I hope that the Port of Seattle seriously conducts an environmental impact study on noise for residents. Perhaps the study could also include providing funds for noise-protective windows in houses and condos impacted by flight noises.

S3-1
Also, I am concerned about debris and exhaust from airplanes. My balcony often has a sticky film and dirt needs to be wiped and cleaned. I also hope that the Port's environmental impact study will assess current air quality in Des Moines and other areas near Sea-Tac airport, as well as projected air quality if the Port expands and adds more flights.

S5-3
Public health of residents near Sea-Tac airport is important in considering any expansion of the Port.

Thank you for your consideration.

- Marjorie Witman, MN, FNP
601 S. 227th St., #410 - S
Des Moines, WA 98198

COMMENT FORM

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N2-1 / N5-1
N2-1
N2-2

Hello - I live across the street from the north city limits of Burien, so I'm in Unincorporated King County. I've lived in this house 25 years, but only in the last 3-4 yrs has my property been subject to continuous fall-out of blackish particulate from the air due to increased plane activity / 3rd runway. This particulate drops on my driveway, roof, patio, deck and anything outside, but also on my window sills and blinds inside. I am constantly wiping off outdoor table/chairs, scrubbing deck, sweeping patio & driveway. When dry it looks like gunpowder; wet it turns sticky & black. Every slight depression fills with it and it's non-... This is no right and should stop. Plane emissions need to be curtailed. I am very concerned re: the cumulative effect of this pollution. And I breathe it every day. How about testing a sample at an independent lab? I'd split the cost with you.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

email: hnrmmw@gmail.com

FROM (Please Print):

Name: Marcia Wollam

Address: 11259 10th Ave S.W
Seattle, WA 98146

mailing address: P.O. Box 66580

Burien, WA - 98166

Sincerely,

COMMENT FORM

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NB-5
Noise protection has to be to limit the hours of operation at night. Even Frankfurt and London Heathrow, and all the other London airports have no planes allowed to land prior to 6:00 a.m. and therefore nothing between 1:00 a.m. and 6:00 a.m. so at least 5 hours of quiet per night.

SS-1
This study and the outcome is supposed to consider ~~noise~~ impacts on the community. Flights at night are not any benefit and cause many health problems and learning difficulties.

This aspect must be studied as part of this

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Andrew Wood
Address: 911 S 234th Place
Federal Way WA
98003-3714



COMMENT FORM

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N2-1
S3-4

Air Quality: The location of the airport means that flights every 90 seconds deposit particulates on to everything below it. This SAMP has to include in the study what the impact is of eating vegetables that have been under this flight path for many months being dumped on by these foul air particles. I want to know if I am poisoning myself. The study should include this.

Submit comments to:

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Aviation Environment and Sustainability
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Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Andrew Wood
Address: 511 S 294th Place
Federal Way, WA
98003 - 3714

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW

NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS

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52-1
The growth in SEATAC should illustrate that the airport is not ~~large~~ large enough to cope with predicted growth. To continue to push more traffic into an area that does not have the infrastructure to handle the traffic is wrong. I realize that political issues come to play. The Port of Seattle will make no revenue from an airport placed in an adjoining county. This is also true that the port commissioners would not oversee a port not in King County.

Denver found a remote location to place an airport. This should be a part of this SAMP. Not just alternatives for how SEATAC can handle the traffic. If the Port of Seattle runs this study how can this be part of the study. Place the SAMP as part of WA state.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: Andrew Wood

Address: 911 5294th Place

Federal Way, WA

98003

COMMENT FORM

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S4-10
N3-16
N3-15
N3-2

Environmental issues do not seem to consider the approach or frequency of flights.

The landing approach and take off angle should be steeper (in the 3° to 5°) recommended not like runway 34L which is 2.75° and outside this limit.

Heathrow airport has steeper landings.

The noise at my house is worse on landings than take off, but I still find it wrong that when we have a huge patch of water, that will not complain, what most planes take off and fly the runway heading (is it because it is just so much easier for air traffic controllers?) landings do not have to lock onto the ILS so far out and could turn much later which I have seen elsewhere as I have been on the plane.

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Andrew Wood
Address: 511 S 294th Place
Federal Way, WA
98003

COMMENT FORM

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511-12

The area for noise study ends about a mile from my house. This was set by the state. This was set years ago when planes were not the size they are now or as frequent. This has to be extended to cover a much wider area - 12 miles from the airport - rather than 6 would be more appropriate.

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98003-3714

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S2-7

① The SAMP appears to be too limited. This study shows airport growth and assumes that this can only be handled by adding more flights. If we really want an advanced economy we need to have high speed rail as an option. (This is the norm in China, Japan and Europe).
Airports have been limited to provide travel for 800+ miles. This does not seem to be a consideration in this option. It is closed minds because this is not a normal option in the USA

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Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):
Name: Andrew Wood
Address: 911 S 294th Place
Federal Way, WA 98003

Public Comment

To:

**The Port of Seattle Sustainable Airport Master
Plan Environmental Impact Statement**

**The FAA in preparation of an Environmental
Assessment**

Submitted by: Debi Wagner

Highline College Public Scoping Meeting

9/10/2018

Table 1: List of Environmental Impact Categories in FAA Order 10501.1F

	Environmental Impact Category
1	Air Quality
2	Biological Resources
3	Climate
4	Coastal Resources
5	Department of Transportation Act, Section 4(f)
	Environmental Impact Category
6	Farmlands
7	Hazardous Materials, Solid Waste, and Pollution Prevention
8	Historical, Architectural, Archeological and Cultural Resources
9	Land Use
10	Natural Resources and Energy Supply

	Environmental Impact Category
11	Noise and Noise-Compatible Land Use
12	Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
13	Visual Effects
14	Water Resources
15	Cumulative Impacts
16	Irreversible and Irrecoverable Commitment of Resources

AIR QUALITY

17-0117
 Air quality has not been assessed. A Memorandum of Agreement between EPA, Department of Ecology, Puget Sound Clean Air Agency and the Port of Seattle in 1997 was to monitor the air quality of the Sea-Tac Airport area post 2010 (see attached) due to predicted modeled exceedances of the NAAQS. This was to occur prior to construction of conditioned elements of the ALP. These proposed future improvements such as the new terminal and landside developments are planned along with other segmented developments such as hardstands and international facility improvements and no compliance certifications have been issued. No monitoring is planned. This monitoring should include the analysis of chemical composition of the soot, debris that was included in the MOA but not completed due to funding restraint.

The consultant working on the Sustainable Airport Master Plan (SAMP) has provided air quality data from the EDMS and AEDT model. The EPA also models the same operations for each year analyzed. Below is a table created by EPA showing the consultant (in white) and EPA analysis (in yellow) for 2014 using the same model and FAA supplied operational numbers.

EMISSION SOURCE	SHORT TONS OF POLLUTANTS (2014)											
	NO _x	NO _x	VOC	VOC	CO	CO	SO ₂	SO ₂	PM ₁₀	PM ₁₀	PM _{2.5}	
Aircraft Engines	1,623	2,350	242	448	1,329	2,156	158	251	8	53	8	52
APUs	72	48	5	4	48	43	9	7	22	6	22	6
GSE	307	91	78	29	2,292	845	21	3	20	3	19	3
Stationary Sources	17		1		12		0		1		1	
TOTAL	2,019		326		3,681		188		51		50	

N2-B

The differences between these estimates have not been explained. For the third runway analysis, these same problems permeated the modeling. When looking at emission data input from the third runway analysis, it was clear the consultant had manipulated the data to obtain a predetermined outcome of compliance. The consultant failed to estimate any particulate data for all jet operations. All defaults were set to zero. The consultant cut emission data from EPA published rates and used lower than standard operations time in mode. It is not fully understood by me at this time, and to what degree, that falsified data has impacted public health and the environment that would have otherwise received mitigation.

CLIMATE CHANGE

N1D-1 / N2-9

The consultant has provided data on carbon dioxide emissions in the Air Quality Baseline Preliminary Draft dated September 2017 for 2016 annual emissions. CO₂ is listed at 396,306 metric tons per year. Yet the Port of Seattle Energy and Sustainability Committee estimate from 2015 is 5.4 million metric tons per year. The difference between the two estimates are due to the consultant using a fraction of the Landing/Takeoff cycle rather than total fuel pumped. This leaves a majority of the carbon dioxide emissions unaccounted for. Since climate impact is a global concern, honesty and accuracy and taking responsibility for the total global climate impact is essential to understanding the significant impact the aviation sector has on planning and mitigation. While trees are the only current mitigation for aviation produced CO₂, it makes no sense the FAA has allowed the significant removal rather than topping 3,000 mature trees around the airport.

S3-1

The total climate change impact of the airport expansion will be significant. Sea-Tac is currently producing 25% of the county's climate change emissions. While the county is reducing emissions, the airport plans to double its impact. Ninety percent of the climate impact of the airport is due to jet operations. The Port of Seattle proposes reducing the remaining 10% of climate emissions by 3% or less over the next 18 years while doubling the 90%. None of the estimates consider the higher contributing emissions of nitrogen oxides, methane or black carbon. The imbalance in offsetting the impact could push Sea-Tac to half the county total by 2034 considering the increase in operations and reduction strategies in other sectors. This scenario will undo and even surpass all gains in every other sector.

**Table 13
BASELINE (2016) CONDITION AEDT ANNUAL EMISSIONS**

SHORT TONS OF POLLUTANTS (2016)	
---------------------------------	--

EMISSION SOURCE	NO _x	VOC	CO	SO _x	PM ₁₀	PM _{2.5}	CO ₂ *
Aircraft Engines	1,775	261	1,455	162	13	13	396,306
APUs	40	3	33	5	5	5	-
GSE	370	94	2,769	19	25	25	-
Stationary Sources	18	1	12	0	1	1	-
TOTAL	2,267	379	4,841	190	48	47	396,306

ENVIRONMENTAL JUSTICE

55.1
Health disparities in the communities surrounding the airport have been evaluated by the State Department of Public Health. Findings of disproportionate, high and adverse consequences exist in these communities. Currently, respiratory and brain cancer cases are higher than average when compared to King County and asthma in 98168 is statistically significantly higher than average when compared to county, state and national levels.

58-3
Environmental Justice (EJ) eligible community has been identified by FAA in their June 2017 Preliminary Environmental Analysis (PEA). The Interagency Working Group on EJ Methodologies March 2016 outlines numerous items for analysis that have not been discussed in any detail in the SAMP planning process. Cumulative impacts to these communities of noise and emissions along with health impacts have not been analyzed. Past, present and reasonably foreseeable impacts have not been addressed. Unknown risks should be evaluated.

(From the PEA)

Figures 5 and 6 shows the areas in which Environmental Justice (EJ) may be a concern within the Study Area. This data was pulled using the U.S Consensus 2015 data, through the Environmental Justice tool in AEDT. There are multiple areas of which exceed environmental justice thresholds within the Study Area. However, there are no reportable or significant noise impacts and the noise level of the No Action and Proposed Action Alternatives are less than 45 dBA DNL. Furthermore, there is no change to air quality. Therefore, the FAA has preliminarily determined that there are no high and disproportionate impacts to environmental justice communities.

Figure 5: EJ areas with the No Action flight tracks



Figure 6: EJ areas with the Proposed Action flight tracks



- Key
- No Environmental Justice threshold exceeded
 - Exceeds the 1 x poverty threshold level
 - Exceeds the for minority threshold
 - Exceeds both the 1 x poverty and minority thresholds
 - Study Area
 - No Action flight tracks
 - Proposed Action flight tracks

The aforementioned analysis preliminarily indicates that there would be no direct or indirect or cumulative significant impact as a result of the implementation of the Proposed Action.

This analysis, above, ignores the significant impact that already exists with health disparities discovered in the past and present. EPA EJ Screen tool can be used to assess the low income and minority populations around Sea-Tac and view the risk and negative health outcomes. Many of the census tracts in 98168 and 98198 typically overflowed by departing and arriving aircraft exhibit *extreme* conditions. Some of the greatest poverty levels, language barriers, no access to healthcare deficiencies and health disparities in the county exist in these communities along with higher than average for the county numbers of children. The Highline School District that serves these communities has some of the highest poverty level families, and service needs of any school district in the state. See attached high noise area map and State Department of Health

Washington Tracking Network health disparities map. Both exhibit similar areas of impact for high noise levels and negative health outcomes.

The State Board of Health on behalf of the State Department of Public Health finding statistically significant health disparities in the communities surrounding Sea-Tac Airport writing in The Washington State Committee on Environmental Justice, June 2001 "Final Report, State Board of Health Priority: Environmental Justice" states:

"Airport community members living near the SeaTac Airport identified several concerns related to air pollution from operations at the airport (see Washington State Department of Health et al., February and December 1999. These reports can be accessed through: <http://www.doh.wa.gov/EHSPHL/Epidemiology/NICE/HTML/nicepubs.htm>.)

A March 2000 report prepared jointly by DOH, the Washington State Department of Ecology, the Puget Sound Clean Air Agency, Public Health—Seattle and King County and several other agencies and community representatives found that, in the SeaTac Airport area, there are statistically significantly higher rates of the following conditions:

- Lung cancer cases within one mile of the airport compared to the rest of King County and to Washington State;
- Oral and pharyngeal cancer cases within one mile of the airport compared to Washington State;
- Deaths from lung cancer and chronic obstructive pulmonary disease in an area approximately three miles to the west and north and one mile to the east and south of the airport (defined by census tracts) compared to King County; and
- Hospital admission for asthma and pneumonia/influenza in an area approximately three miles to the west, north and east and one half mile to the south of the airport (defined by zip codes) compared to King County.

The March 2000 report recommended that an air quality study be conducted around SeaTac Airport. This recommendation was, in part, forwarded because of environmental justice concerns. The report states, "fundamental to the concept of environmental equity is the value that one group of people not incur environmental exposures from commercial activities from which another group benefits. Those who use SeaTac Airport often derive great financial and other benefits from worldwide travel. **The extent to which these benefits come at the expense**

of environmental degradation affecting the people who live around the airport is unknown, since a comprehensive air quality study has not been performed at SeaTac Airport to determine the impacts attributable to airplane emissions and airport-related traffic” (Washington State Department of Health et al., 2000, p. 8). [pages 14, 15] (Emphasis added)

Regarding unknown risks the Federal Interagency Working Group (IWG) on Environmental Justice states in publication “Promising Practices for EJ Methodologies in NEPA Reviews” dated March 2016: https://www.epa.gov/sites/production/files/2016-08/documents/nepa_promising_practices_document_2016.pdf

“The degree to which an impact involves **unique or unknown risks** (see 40 CFR§1508.27(b)(5)) to minority populations and low-income populations in the affected environment can inform how agencies assess the significance of the impact. Minority populations and low-income populations could be uniquely susceptible to impacts from a proposed action due to: 1) **special vulnerabilities, e.g. pre-existing health conditions that exceed norms among the general population**; 2) unique routes of exposure, e.g. use of surface or well water in rural communities; or 3) cultural practices, e.g. subsistence fishing, hunting or gathering, access to sacred sites.” IWG page 34

The FAA EA must include the following:

- S3-2
- S5-1 / S3-B
- 1) An air quality monitoring program must be completed which includes toxics and criteria pollutants and used as a validation for modeling
 - 2) A risk analysis must be completed which evaluates all known chemicals released from the airport and operations which might be affecting the poor public health outcomes (see comments to the Port of Seattle)
 - 3) A toxicology study must be completed to help plan mitigation.
 - 4) Mitigation plans, programs and strategies should be planned and implemented along with the SAMP development not after
 - 5) Any mitigation strategy must have a monitoring plan to assure success
 - 6) A similar area must be used for comparison to evaluate health impacts (Kent Auburn area was used as a comparative population to Sea-Tac Airport communities by the State Department of Health in 2000. This area along with Tukwila is overflowed by arriving aircraft to both Boeing Field and Sea-Tac Airport. Health disparities in these cities can clearly be seen as extreme on the enclosed map of poor health outcomes and should not be used as a comparison)
 - 7) Areas of impact for emissions should be mapped along with noise.
Consider for instance:

511-27
LP-115

- a) New Jersey Institute of Technology has found a wide circular area around airports in the US experiencing toxic emissions 10 times greater than elsewhere
 - b) State Department of Health found health impact areas to the west and east of Sea-Tac Airport experiencing health disparities
 - c) EPA evaluating Midway Airport found risk threshold exceeded for 1,3 Butadiene to the northeast of the airport not typically in a noise contour band,
 - d) McCulley Frick and Gilman Air Quality Survey found hydrocarbon levels exceeding state New Source regulations around Sea-Tac Airport outside of the noise contours
 - e) Department of Commerce and LAX Ultrafine Particulate study found sooty debris typical of jet engine combustion discharge in flight paths for 10 miles out from runway ends
- 8) An epidemiological study should be conducted
 - 9) All studies should show independence and be peer reviewed to assure objectivity
 - 10) All analysis should include data input, assumptions and justification

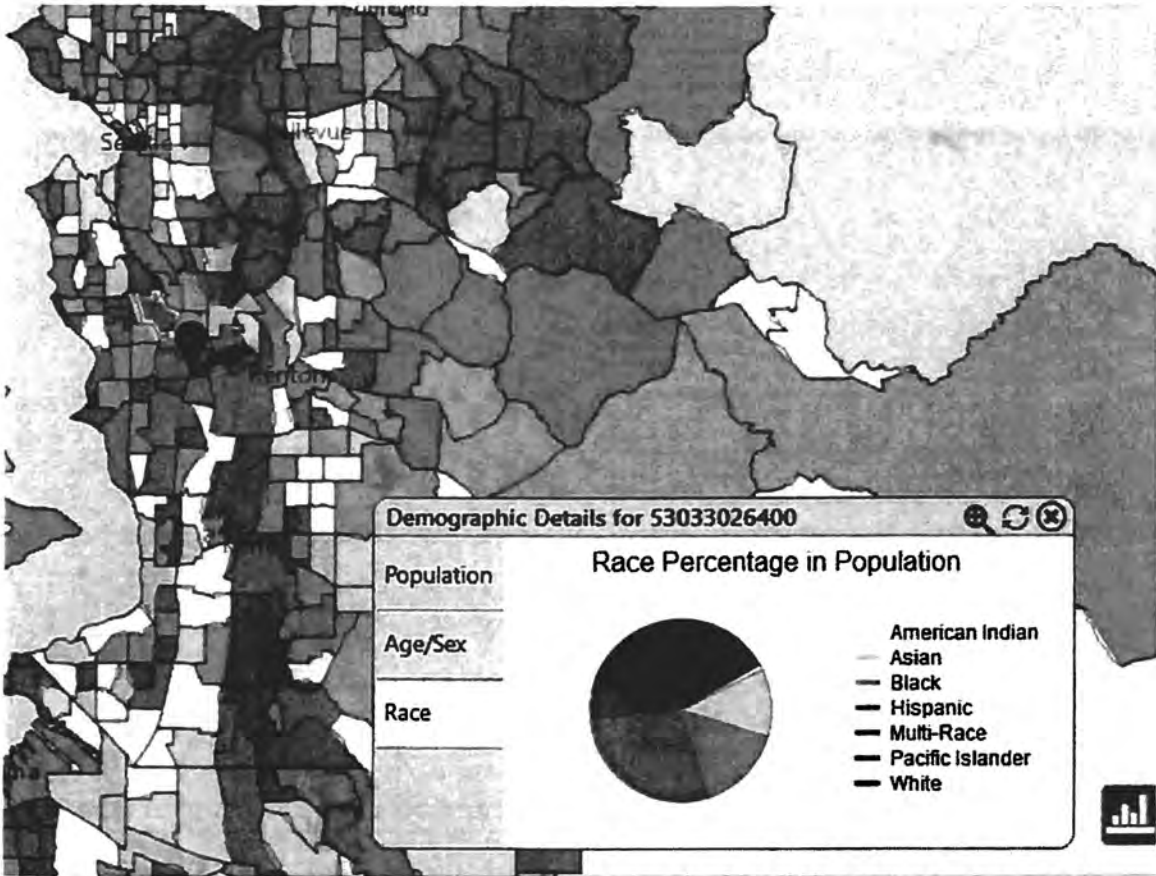
Exhibit A
Seattle-Tacoma International Airport
Master Plan Update Improvements

The following airport improvement projects were identified by the Master Plan Update Final Environmental Impact Statement (Final EIS) to be planned in between 1996 and 2025. Based on the air quality analysis presented in the Final EIS, only the terminal and landside improvements planned in or after 2010 could result in increasing the severity of consequences of the NAAQS. As a result, before the Port could implement these projects, additional analysis and mitigation strategies would be required. These projects were identified based on project purpose and need and are categorized by the flow (A through D) program and needs. Based on the Final EIS, the following projects would not increase the severity or frequency of consequences of the NAAQS:

<p>A. New Parallel Runway and associated operational procedures and runways (1996-2025)</p> <p>B. Clearing and Grading of main runway and for runway safety area compliance (1996-2025)</p> <p>C. Extension of Runway 30R (2011-2015)</p> <p>D. Terminal and Landside Improvements (2010-2025)</p> <p>New Parallel Runway and associated operational procedures and runways</p> <p>Clearing and Grading the existing length of main runway and for runway safety area compliance</p> <p>Improvements to the Main Terminal roadway and circulation needs</p> <p>Development of the New Mainland</p> <p>Technology Center</p> <p>Construction of the new air traffic control tower</p> <p>Expansion or redevelopment of the cargo facilities to the north</p> <p>Development of a new cargo airplane storage facility</p> <p>Expansion of Concourse A</p> <p>Development of an airport hotel</p> <p>Expansion of the main parking garage</p> <p>Development of a new parking garage at the King Pier lot</p> <p>Site preparation at SABA site</p> <p>Construction and replacement of the FTR</p>	<p>2010-2025</p> <p>Deal runway 14R</p> <p>Expansion of the Main Terminal to the South</p> <p>Improved access and circulation roadway</p> <p>Improvements at the Main Terminal</p> <p>Additional expansion of the main parking garage</p> <p>Expansion of the existing north employee parking</p> <p>Further expansion of Concourse A</p> <p>Development of a new airport maintenance building</p> <p>Construction expansion of the north cargo facilities</p> <p>2010-2025</p> <p>Expansion of the deal runways A and B</p> <p>Construction three plane parking structure north of 20 112</p> <p>Additional expansion of north employee lot</p> <p>Further expansion or redevelopment of north cargo facilities</p> <p>Upper mainline transit plane station Terminal</p>
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Based on the Final EIS, the following terminal and landside projects could increase the severity or frequency of consequences of the NAAQS. The primary improvement project that would affect air quality, temperature, and flow air quality, is the Mainland Development and related projects. The Mainland Development is planned for construction between 2011 and 2025. However, several other projects related to this project would occur earlier, such as the relocation of the ATIS which is located on the former site of the new terminal. Therefore, to assess the earlier projects do not mitigate the increases of the Mainland Development, these projects are identified separately.

- 2010-2025**
Construction of the Mainland Development and related projects, including transit station by light rail system, station for ATIS for Mainland Development
- 2010-2025**
Construction and further expansion of the Mainland Development, parking & roadway
- 2010-2025**
Development of additional parking structure at SABA
- 2010-2025**
Development of north parking structure and north employee parking lot
- 2010-2025**
Further expansion of Concourse A
- 2010-2025**
Construction of the new air traffic control tower
- 2010-2025**
Construction and replacement of the FTR



State Department of Health Washington Tracking Network Health Disparities for 98168 that follow flight path and match high noise area



Highest noise level in purple at the airport and surrounding red represents highest noise levels and matches the health disparities map from Department of Health

SCOPING COMMENTS

Scoping should be taken seriously. Past requests for the Third Runway analysis to address environmental considerations have been ignored. Please see attachment for an example of Puget Sound Clean Air Agency (PSCAA) formerly, Puget Sound Air Pollution Control Agency request for the third runway EIS to include a risk analysis and the response from the FAA/Port of Seattle. Where insufficient information exists (was not a valid excuse since EPA had just done a thorough risk assessment for Midway Airport <http://www.csu.edu/cerc/documents/SWChicagoCancerRisks1993.pdf>) or unknown risk exists as was the case with existing widespread community health disparities, it is the responsibility of the agency proposing the project involving additional impacts to use all available means to discover and disclose. NEPA §1508.27

The FAA and Port of Seattle should analyze the following items in the Environmental Assessment and Environmental Impact Statement:

HUMAN HEALTH AND ENVIRONMENT

- 1) Conduct an air quality analysis for all pollutants of concern; hydrocarbon emissions, air toxics, lead and criteria pollutants in the communities surrounding the airport and flight paths where aircraft overfly to 3,000 feet. This was required by a MOA between the Port of Seattle, EPA, PSCAA and DOE to be done post 2010 (See Attached). Please note the request for chemical analysis of residues in flight paths. Funding shortfall prevented this from going forward. It is still needed. Monitoring is used to validate modeling and has been recommended by our air quality agencies
- 2) Provide data on demographics and health in all communities affected by airport noise/emissions using existing data, science, agencies, institutions with city and citizen input. Give same consideration to multiple stressors (noise/emissions, traffic, etc.) in EJ community as was provided by the Port of Seattle in the near Port community grant for Duwamish residents.
- 3) Identify significant cumulative impacts considering past, present and reasonably foreseeable, multiple project impacts and high and adverse impact areas. 509, SASA, South Satellite, flight path changes, modifications, hardstands, new terminal construction and operation etc.
- 4) Identify areas where low income and minority populations reside and analyze disproportionate impact by airport operations, traffic, congestion, etc.
- 5) Consider cumulative noise and emissions on resident's health
- 6) Consider unknown risk and develop methods to determine sources, nature and develop control strategies
- 7) Conduct a risk analysis using all air contaminants known to be produced by airport operations using the collected monitoring and modeling data for validation as per Puget Sound Clean Air request in 1994 not yet completed
- 8) Map the areas of impact
- 9) Conduct a health impact assessment (HIA) and social impact assessment (SIA).
- 10) Provide meaningful insights into mitigation strategies

METHODOLOGY

55-1 / 58-3

- 1) Both co-lead agencies should use available science, data and input from independent sources to inform and validate the process and conclusions
- 2) Worst-case scenarios for impact analysis should be considered and developed
- 3) Mapping the area of emission impact will be different than the noise contours and should highlight highest risk areas.
- 4) A map should be color coded to easily identify:
 - a) Low income and minority populations eligible for environmental justice consideration
 - b) High and adverse impact assessment by census tract
 - c) Impact from emissions and types of emissions
 - d) At risk areas by type of risk
 - e) Noise contours and highest noise sensitive areas impact
 - f) Existing health disparities
- 5) All assumptions and conclusions should be peer reviewed and independently verified for accuracy. For instance, industry data frequently reflects a bias; current emissions prepared by consultant for the SAMP varies widely from the EPA data for the same year using the same FAA operations, data and model. This problem plagued the third runway EIS data on emissions. Port estimates for 2014 are in white and EPA estimates in yellow

EMISSION SOURCE	SHORT TONS OF POLLUTANTS (2014)											
	NO _x	NO _x	VOC	VOC	CO	CO	SO _x	SO _x	PM ₁₀	PM ₁₀	PM _{2.5}	PM _{2.5}
Aircraft Engines	1,623	2,350	242	448	1,329	2,156	158	251	8	53	8	52
APUs	72	48	5	4	48	43	9	7	22	6	22	6
GSE	307	91	78	29	2,292	845	21	3	20	3	19	3
Stationary Sources	17		1		12		0		1		1	
TOTAL	2,019		326		3,681		188		51		50	

Residents are entitled to a fair process. The State Department of Public Health and State Board of Health has previously identified the areas around Sea-Tac Airport as experiencing high and adverse health consequences and eligible for environmental justice consideration. Their recommendation in June 2001 was for a comprehensive independent air quality study.

The Port of Seattle has already previously recognized the importance of greater levels of identification and mitigation for environmental justice eligible communities. For the Near Port Community Grant partnership with EPA analyzing the disproportionate environmental and human health impacts of Seaport operations/cargo trucks, local industry and transportation impacts, the Georgetown and South Park communities received a Community Benefits Agreement and commitment from the Port of Seattle for funding, home air filtration systems, educational programs and workforce development among other contributions. Commissioners recognized the utility of such a community investigation process and foresaw an application of this Duwamish Valley Environmental Justice and Social Equity program as a pilot for future application potential to other Port impacted communities.

June 2001 State Board of Health recommendation for a thorough air quality analysis as a result of findings of significant cancer and respiratory illnesses in zip codes around Sea-Tac Airport for study years 1992-1995 and 1992-1996 http://sboh.wa.gov/Portals/7/Doc/EJ/EJReport_2001.pdf

“EPA explains that “fair treatment means that no population, due to policy or economic disempowerment, is forced to bear a disproportionate burden of the negative human health or environmental impacts of pollution or other environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, and local and tribal programs and policies” (U.S. Environmental Protection Agency, 1998). Of particular interest to the Committee is the specific claim that disproportionate exposures produce adverse health outcomes that are also borne disproportionately by these populations. It has been well documented in the State of Washington that low-income and minority populations have poorer health status than the overall population and have higher rates of a variety of diseases, including cancer and asthma. Many complex factors interact to produce health disparities among populations. Environmental and occupational exposures, access to medical care, nutrition, behavioral choices, and genetic variability, all contribute and are related. Where one lives and works is often less a matter of choice than the result of socioeconomic status. It is usually the case that people in the lower socioeconomic strata are more likely to live in the most hazardous environments and to work in the most hazardous occupations (Olden, 1998). [page 7]

Community Health Concerns around SeaTac Airport Community members living near the SeaTac Airport identified several concerns related to air pollution from operations at the airport (Washington State Department of Health et al., February and December 1999). These reports can be accessed through <http://www.doh.wa.gov/EHSPHL/Epidemiology/NICE/HTML/nicepubs.htm>. A March 2000 report prepared jointly by DOH, the Washington State Department of Ecology, the Puget Sound Clean Air Agency, Public Health—Seattle and King County and several other agencies and community representatives found that, in the SeaTac Airport area, there are statistically significantly higher rates of the following conditions:

- lung cancer cases within one mile of the airport compared to the rest of King County and to Washington State;
- oral and pharyngeal cancer cases within one mile of the airport compared to Washington State;
- deaths from lung cancer and chronic obstructive pulmonary disease in an area approximately three miles to the west and north and one mile to the east and south of the airport (defined by census tracts) compared to King County; and
- hospital admission for asthma and pneumonia/influenza in an area approximately three miles to the west, north and east and one half mile to the south

of the airport (defined by zip codes) compared to King County. The March 2000 report recommended that an air quality study be conducted around SeaTac Airport. This recommendation was, in part, forwarded because of environmental justice concerns. The report states, "fundamental to the concept of environmental equity is the value that one group of people not incur environmental exposures from commercial activities from which another group benefits. Those who use SeaTac Airport often derive great financial and other benefits from worldwide travel. The extent to which these benefits come at the expense of environmental degradation affecting the people who live around the airport is unknown, since a comprehensive air quality study has not been performed at SeaTac Airport to determine the impacts attributable to airplane emissions and airport-related traffic" (Washington State Department of Health et al., 2000, p. 8). [pages 14, 15]

ATTACHMENTS

1997 EPA, PSCAA, DOE and Port of Seattle Memorandum of Agreement commitment for monitoring the airport area post 2010 due to predicted future scenario modeled violations of the federal standard for carbon monoxide.

Exhibit A
North-Texas International Airport
Master Plan Update Improvements

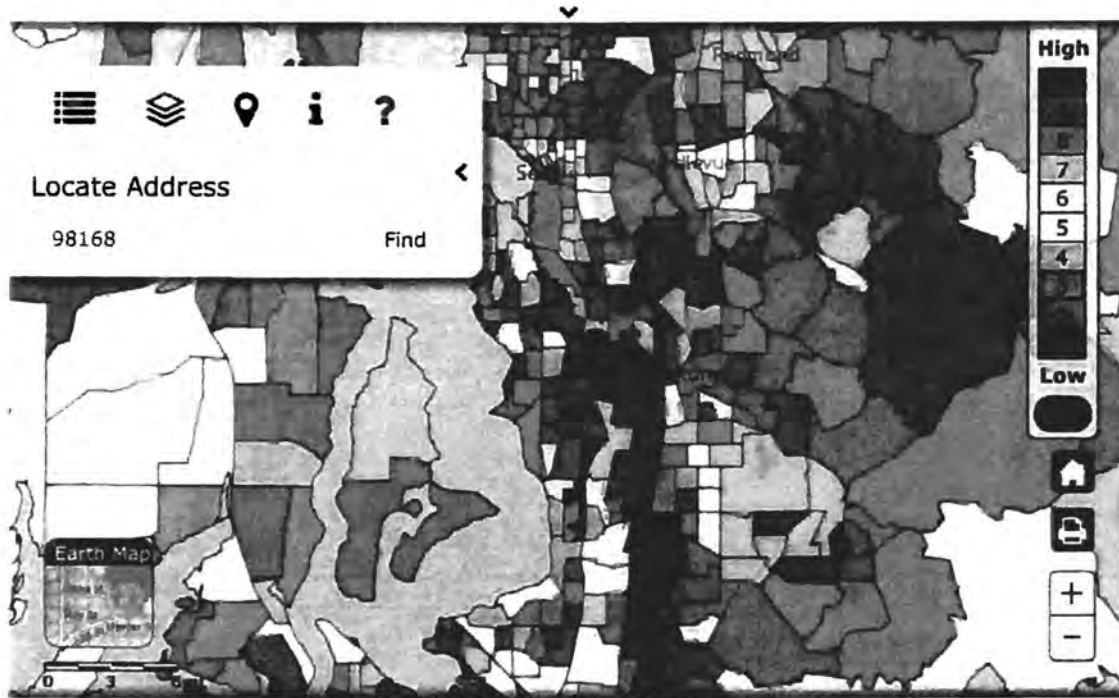
The following airport improvement projects were identified by the Master Plan Update Final Environmental Impact Statement (Final EIS) to be placed in between 2016 and 2025. Based on the air quality analysis presented in the Final EIS, only the essential and feasible improvements placed in our past biennial study in increasing the security of construction of the NTAAP. As a result, before the Plan could implement these projects, additional analysis and mitigation obligations would be required. These projects were identified based on project program and cost and are categorized by the date of their program and cost. Based on the Final EIS, the following projects would not increase the security or integrity of construction of the NTAAP.

- | | |
|--|--|
| <p>A. New Parallel Runway and associated operational procedures and facilities (2016-2025)</p> <p>B. Clearing and Grading of north runway and for runway safety area construction (2016-2025)</p> <p>C. Extension of Runway 24R (2017-2017)</p> <p>D. Terminal and Landside Improvements (2016-2025)</p> <p>New Parallel Runway and associated operational procedures and facilities</p> <p>Clearing and Grading the right-of-way length of north runway and for runway safety area construction</p> <p>Improvements to the Main Terminal building and associated roads</p> <p>Development of the New Airside Check Building</p> <p>Construction of the new air traffic control tower</p> <p>Expansion or redevelopment of the cargo facilities in the north cargo complex</p> <p>Development of a new cargo operations storage facility</p> <p>Expansion of Concourse A</p> <p>Development of transportation</p> <p>Expansion of the north parking garage</p> <p>Development of a new parking garage at the Ding Post</p> <p>The expansion of ATIS/A site</p> <p>Construction of the expansion of the SSI</p> | <p>2016-2025</p> <p>Final Runway 14C</p> <p>Expansion of the Main Terminal to the South</p> <p>Expansion of the Main Terminal</p> <p>Additional expansion of the main parking garage</p> <p>Expansion of the existing north parking garage</p> <p>Partial expansion of Concourse A</p> <p>Development of a new cargo operations building</p> <p>Additional expansion of the north cargo facility</p> <p>2016-2025</p> <p>Expansion of the first concourse A and B</p> <p>Concourse first floor parking structure north of SSI</p> <p>2016-2025</p> <p>Additional expansion of north parking lot</p> <p>Partial expansion or redevelopment of north cargo complex</p> <p>Final master plan for North-Texas</p> |
|--|--|

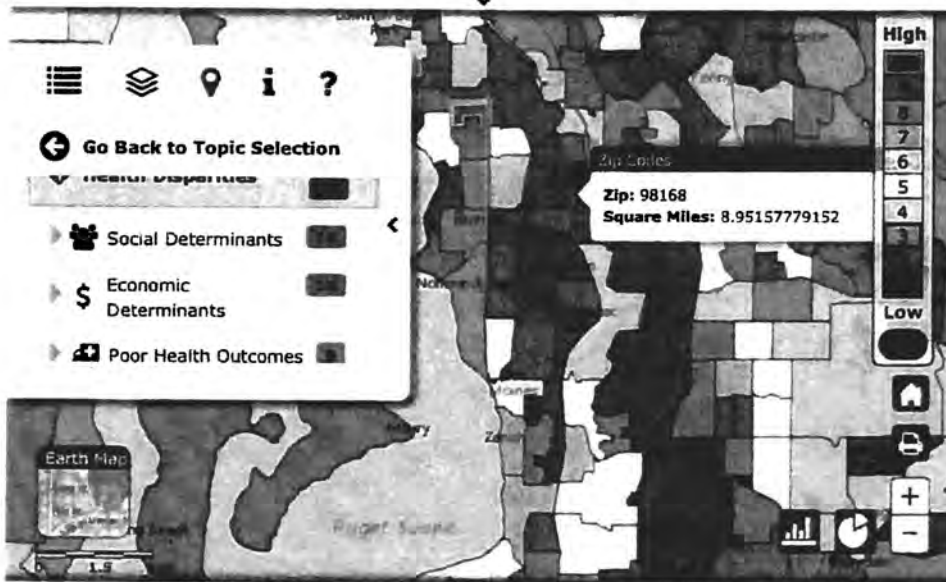
Based on the Final EIS, the following essential and feasible projects would increase the security or integrity of construction of the NTAAP. The relevant improvement project that could stay within transportation, and thus air quality, to the North-Texas Terminal development and related facilities. The North-Texas Terminal to meet the construction between 2016 and 2025. However, several items that are related to this project would cause costs, such as the expansion of the ATIS/A which is located in the immediate vicinity of the runway. Therefore, to ensure that the project is not subject to the volume of the North-Texas Terminal, these projects are identified separately.

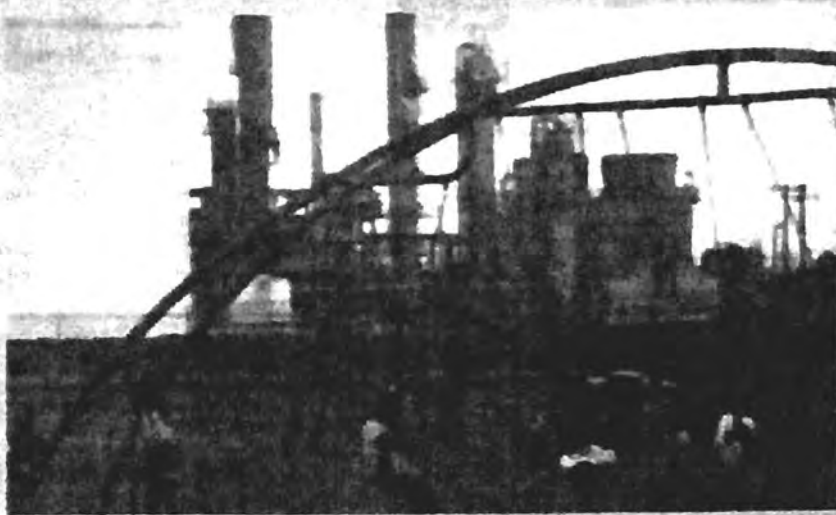
- 2016-2025**
- Expansion of the North-Texas Terminal building system, including the north parking garage expansion (ATIS/A) to North-Texas Terminal
- 2016-2025**
- Expansion of the North-Texas Terminal building system, including the north parking garage expansion (ATIS/A) to North-Texas Terminal
- 2016-2025**
- Expansion of the North-Texas Terminal building system, including the north parking garage expansion (ATIS/A) to North-Texas Terminal

Hospitalizations from the State Department of Health Washington Tracking Network Map follow the flight path and show high rates for Kent Valley where emissions settle and where flights arriving at both Sea-Tac and Boeing Field overfly below 3,000 feet. Sea-Tac Airport is blue teardrop.



Example of a census tract (yellow highlight) from EPA EJ Screen tool where health disparities and risk is above the 90th percentile





**Final Report
State Board of Health Priority:
Environmental Justice**

June 2001

Committee on Environmental Justice:

Carl Osaki, R.S., M.S.P.H.

Joe Finkbonner, R.Ph., M.H.A.



the expense of environmental degradation affecting the people who live around the airport is unknown, since a comprehensive air quality study has not been performed at SeaTac Airport to determine the impacts attributable to airplane emissions and airport-related traffic." (Washington State Department of Health et al., 2000, p. 8).

Implementing the Committee's Work Plan

As described above, the Committee used a variety of methods to reform its work on environmental justice. This section describes how the Committee responded to each of the tasks in its work plan.

Raise Consciousness about the Issue

In the process of collecting information and speaking with the relevant players, the Committee was also achieving one of the primary goals of its work plan—to raise awareness about environmental justice issues. The Committee focused its efforts on raising awareness about these issues in government. The Committee participated in a number of community forums, meetings, and events in an effort to achieve this goal.

In addition, the Committee published articles on environmental justice in the EPA Environmental Justice and the Washington Environmental Health Association newsletters. The Committee also presented its work at the Washington State Health Association meeting in October 2000.

Create a Clearinghouse of Environmental Justice Information Housed on the SBOH Web site

The Committee launched its Web site in July 1999 at www.sboh.wa.gov/eha to provide environmental justice information. This site

serves as one clearinghouse of information on environmental justice. It also links users to a number of relevant other sites. Typical areas on the Web site include:

- What is Environmental Justice?
- History of Environmental Justice
- Literature Review
- Links
- Link to Board's Health Disparities Site

Set Guidelines for Practice in State Government and within the Public Health Community to Encourage That Environmental Justice Principles Be Incorporated into Practices

To encourage state agencies and local health departments to incorporate environmental justice principles into their activities, the Environmental Justice Committee quickly discovered the need to inform agency staff about the relevance of this issue in their work and to collaborate with those already working on this issue.

The Committee convened an Inter-agency Workgroup on Environmental Justice. This workgroup served as another vehicle for education and an opportunity to influence agency practice. The workgroup met twice during the year to discuss issues of mutual concern and interest. In December 2000, the Committee convened an educational forum for interested agency representatives. This forum brought together a number of community and agency experts to discuss opportunities to incorporate environmental justice principles into practice. A videotape of this forum is available through the State Board of Health or through the Department of Health's lending library.

Significant Cancer Cases in communities surrounding Sea-Tac Airport for years 1992-1996

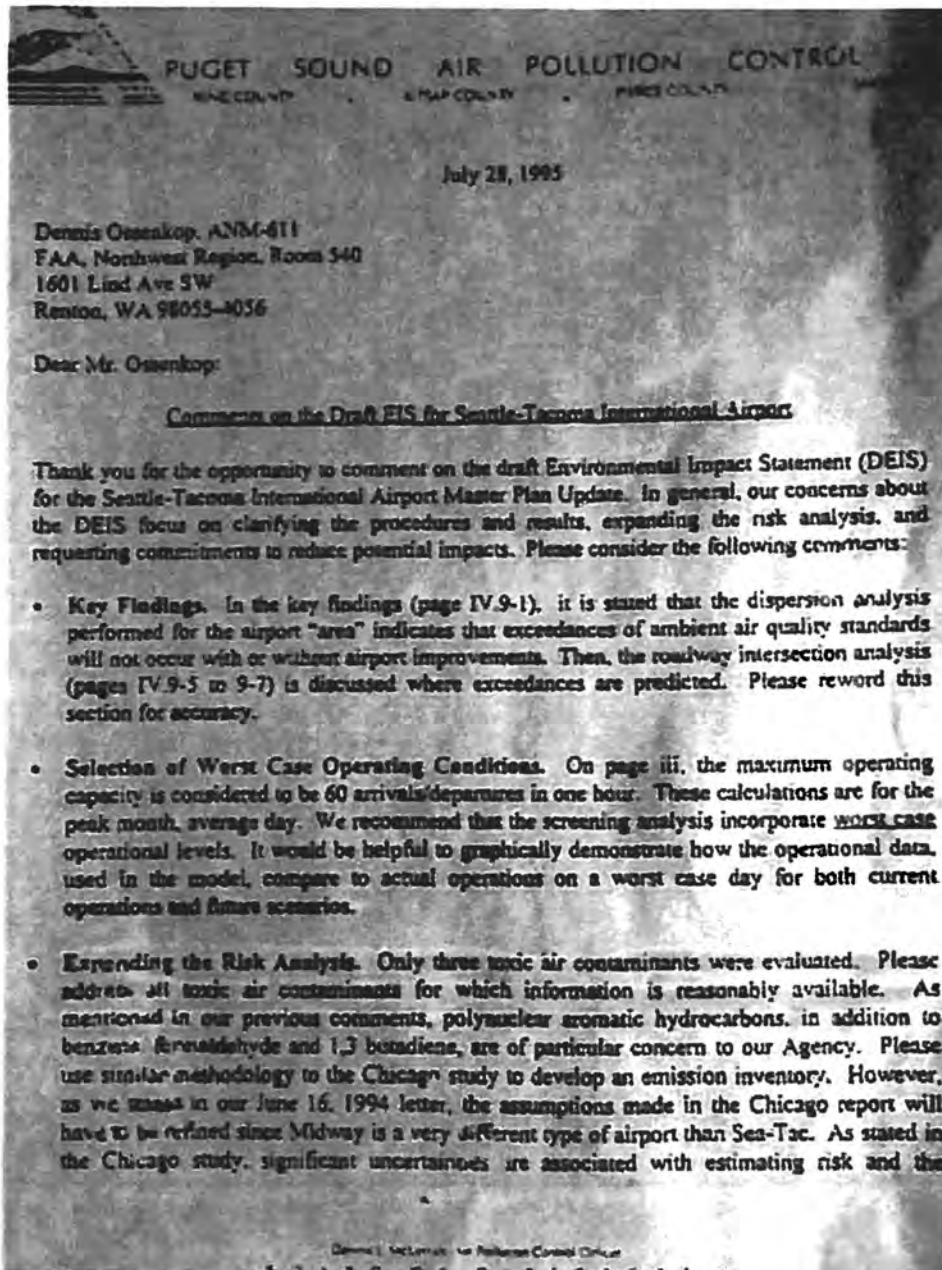
Table 1. Cancer in the Proximity of Sea-Tac International Airport, 1992-1996

	Area 1 - Within 1 Mile of Airport		Area 2 - Within 3 Miles of Airport		Area 3 - Within 5 Miles of Airport	
	Observed	Expected (County Rate) (State Rate)	Observed	Expected (County Rate) (State Rate)	Observed	Expected (County Rate) (State Rate)
All Cancer*	797	793 771	2,794	2,874 2,877	15,834	15,775 15,800
Bladder	32	32 32	117	123 127	217	233 234
Brain, All Types	12	11 11	48	39 37	73	79 77
Brain, All Gliomas	12	11 10	48	38 36	73	77 75
Brain, Astrocytoma	1	2 3	7	8 9	11	17 16
Brain, Glioblastoma	7	2 5	21	19 18	17	16 16
Breast	124	142 144	499	519 520	1,999	1,996 1,999
Cervix	2	7 8	22	25 26	46	46 47
Colon/Rectal	86	89 79	284	286 281	1,044	1,044 1,044
Endometrium	** 10	22 22	39	32 32	102	102 102
Esophagus	9	8 8	36	39 39	69	69 69
Kidney / Blad	29	17 17	73	68 68	109	109 109
Larynx	9	9 7	* 24	23 23	** 67	** 67 67
Lymphoma, All Types	16	19 18	68	68 68	137	137 137
Lymphoma, Acute Myeloid (AML)	1	5 3	10	10 10	17	17 17
Liver	6	6 5	** 27	26 26	17	17 17
Lung	*** 132	199 199	494	494 494	1,999	1,999 1,999
Lymphoma, Hodgkin's	6	6 5	16	16 17	31	31 31
Lymphoma, non-Hodgkin's	20	23 22	188	178 178	387	387 387
Melanoma	16	16 16	111	111 111	387	387 387
Multiple Myeloma	5	6 6	31	31 31	57	57 57
Oes / Pharynx	** 29	28 28	37	34 34	69	69 69
Ovary	16	17 16	49	49 49	102	102 102
Pancreas	19	16 16	36	36 36	69	69 69
Prostate	99	111 119	1,399	1,399 1,399	1,399	1,399 1,399
Stomach	6	11 11	33	33 33	69	69 69
Testis	6	6 6	36	36 36	69	69 69
Thyroid	7	11 10	37	37 37	69	69 69
All Other Cancer Categories	69	66 66	239	239 239	1,399	1,399 1,399

* Higher than expected using King County rate
 ** Higher than expected using State rate
 *** Higher than expected using both King County and State rates
 † Lower than expected using King County rate
 †† Lower than expected using State Rate
 ††† Lower than expected using both King County and State rates

* The totals of cancers taken into categories are greater than "All Cancer" because some individuals have multiple cancers. The "All Cancer" category includes individuals with any type of cancer during the study period.

PSCAA made a scoping request for a risk analysis in 1994 for the Third Runway Draft Environmental Impact Statement (EIS) and again asking for the Final EIS to provide a risk analysis that includes all chemicals. This request was from Dennis McClerran who was recently Region X EPA Administrator.



Below is the Final EIS response to PSCAA Scoping request for a risk analysis:

The Draft EIS analysis also includes a cancer risk assessment. Cancer risk was defined based on population, ambient concentration for a particular air toxic, and known cancer risk conversion factors. The number of potential cancer cases was based on the probability that an individual would develop cancer when continuously exposed to a pollutant at an ambient concentration of one microgram per cubic meter ($\mu\text{g}/\text{m}^3$) for 70 years (the average lifetime). As indicated in the Draft EIS, less than one cancer case might be attributable to all pollutant sources (roadway and air traffic) at the modeled receptor locations.

However, in consultation with the air quality agencies, it was determined that insufficient information is available to adequately conduct a meaningful risk assessment. Therefore, for the Final EIS, a risk analysis was not conducted.

The contributions of the Energy and Sustainability Committee on elevating the profile of equity in Port environmental efforts and community engagement were noted. The project elements were summarized and the disproportionate community health impacts of environmental factors in South Park and Georgetown were described at the Port Commission Meeting on April 10, 2018.

http://www.mdpi.com/search?q=noise+Queens%2C+NY&authors=&article_type=&journal=ijerph§ion=&special_issue=&volume=&issue=&number=&page=&search=Search

Below are some selected articles with a summary on noise and emissions.

“Air pollution causes seven million premature deaths a year but the harm to people’s mental abilities is less well known. A recent study found toxic air was linked to “extremely high mortality” in people with mental disorders and earlier work linked it to increased mental illness in children, while another analysis found those living near busy roads had an increased risk of dementia.

The new work, published in the journal Proceedings of the National Academy of Sciences, analysed language and arithmetic tests conducted as part of the China Family Panel Studies on 20,000 people across the nation between 2010 and 2014. The scientists compared the test results with records of nitrogen dioxide and sulphur dioxide pollution.

They found the longer people were exposed to dirty air, the bigger the damage to intelligence, with language ability more harmed than mathematical ability and men more harmed than women. The researchers said this may result from differences in how male and female brains work.

Derrick Ho, at the Hong Kong Polytechnic University, said the impact of air pollution on cognition was important and his group had similar preliminary findings in their work. “It is because high air pollution can potentially be associated with oxidative stress, neuroinflammation, and neurodegeneration of humans,” he said.”

https://www.theguardian.com/environment/2018/aug/27/air-pollution-causes-huge-reduction-in-intelligence-study-reveals?CMP=share_btn_link

Shortened life span due to aircraft noise, savings to airlines in fuel and airports in efficiencies has less value than public health costs associated with the cardiovascular health effects of the noise.

development of blocked arteries.” https://www.change.org/p/stop-the-faa-nextgen-flights-over-culver-city/u/22489687?recruiter=false&utm_source=share_update&utm_medium=facebook&utm_campaign=facebook_link

“Aviation Emissions Impact Ambient Ultrafine Particle Concentrations in the Greater Boston Area.” <https://pubs.acs.org/doi/pdf/10.1021/acs.est.6b01815>

“An air quality study has for the first time detected nano-sized particles of air pollution in children’s urine...these ultrafine particles are the smallest particles found in air pollution and have been linked to heart disease and respiratory conditions in previous studies.

The research provides the first direct evidence that some of the particulate matter known as black carbon that we inhale in soot and fumes is making it across the lung barrier and into the body’s circulatory system.” https://horizon-magazine.eu/article/ultrafine-pollution-particles-create-air-menace_en.html

Close-in communities and those in flight paths are home to a large population, many which are predominately minority and low income residents. This community has been the topic of investigation by the State Department of Public Health in the past and found to exhibit higher than average and sometimes statistically significantly higher than average respiratory and brain cancer when compared to King County and State averages. Currently, these same statistics seem to be present especially in 98168 for asthma and 98198 for cancer types including brain cancer.

EPA EJ Screen tool can be used to assess the risk, exposure and negative health outcomes of census tracts within these zip codes and indicate the percentile is in the 90 to 100th for much of the population. (see attached example)

UW Ultrafine investigation has found hot spots of ground level ultrafine concentrations below flight paths for Sea-Tac Airport. Ultrafine particulate pollution can be breathed in and small diameters typical of jet aircraft combustion products can pass through the membrane barrier and enter the blood-stream affecting the heart and brain. (See MOV-UP) These are suspected to cause lung irritation, inflammation, immune response and adverse reactions for asthma sufferers.

New Jersey Institute of Technology estimates that airport operations are spreading air toxics and contaminants into a 9 square mile area around airports that is 10 times higher than average for areas not affected by airport operations.

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"One hundred million Americans are effected by unhealthy levels of noise."

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https://www.washingtonpost.com/opinions/loud-noises-hurt-more-than-hearing/2018/05/18/cc7fc84-59dd-11e8-9889-07bcc1327f4b_story.html?utm_term=.189a034aa801

“Students’ performance drops by 0.73 marks with each aircraft noise contour band, according to Ruth Cadbury MP.” <https://www.getwestlondon.co.uk/news/west-london-news/heathrow-noise-significantly-affecting-pupils-11220403>

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Among study subjects, resting blood pressure and overnight stress hormone levels (epinephrine and norepinephrine) rose and quality of life indices fell after the opening of the new airport and a corresponding increase in environmental noise levels.¹

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“The aviation is by far the leading emitter of harmful and deadly toxins such as sulfur oxides, carbon monoxide, nitrogen oxides, carbon dioxide, and volatile organic compounds (VOCs) into the atmosphere. Unfortunately, these toxins are harmful to living things. In fact, people living, working, or simply within nine square miles of airports are exposed to air pollution that is 10 times higher than areas outside this zone.”

The following are examples summarized of some topics for investigation of EJ communities in NEPA reviews. See the Interagency Working Group on Environmental Justice https://www.epa.gov/sites/production/files/2016-08/documents/nepa_promising_practices_document_2016.pdf:

- Define the boundaries (GIS or mapping) of the affected population for both noise and emissions
- Define Exposure pathways
- Utilize citizen, organization and government data, science collection
- Define unique characteristics, i.e., human health vulnerabilities, health disparities, socio-economic vulnerabilities
- Explain methodologies and data
- Consider alternatives with the least impact on the low income and minority population
- Identify benefits and detriments
- Determine presence of high and adverse impacts (EJ community may be more susceptible to impacts than the general population)
- Utilize systems for data collection such as Health Department, Cancer Registry, National Birth Defects Registry, National Brain Tumor Registry, etc.
- Develop a health impact assessment (HIA) and Social Impact Assessment (SIA)
- Use a comparative population
- Monitoring plan to assure mitigation is successful
- Consider on balance compensatory mitigation to equalize detriments

From: Debi Wagner
To: [SAMP Public Comments](#)
Cc: [Sheila Brush](#); [Sharyn Parker](#); [Nancy Tosta](#); [Larry](#); [Walter Bala](#); [Terry Plumb](#); [John Parnass](#); [Dana Holloway](#); [Steve Edmiston](#); [Scott Stevson](#); [Brian Wilson](#); [Yarden Weidenfeld](#); [Jean Hilde](#); [ROSE CLARK](#); [Roseanne](#); [Stuart Jenner](#); [Kent Palosaari](#); timr@robinsonnews.com; [Scott Schaefer](#); [Michael Matthias - City of Des Moines](#); [Susan Petersen](#); [Peter](#); [Joel Wachtel](#); [Kent Palosaari](#); [Kent Palosaari](#)
Subject: Scoping comments
Date: Sunday, September 16, 2018 5:42:45 PM
Attachments: [Scoping I.docx](#)

The attached Scoping comments are not meant to replace my comments submitted at the Highline College Port of Seattle/FAA outreach but are meant as supplemental. I am copying below a list of additional questions from an email exchange with Cayla Morgan, FAA Environmental Specialist which she refused to answer unless submitted through the Scoping process.

511-31
I fail to understand why the SAMP Scoping boards for air quality and climate are empty and why the public health board has risk of explosion and little else that has anything to do with public health concerns.
These boards could be populated to provide at least some framework for the public to know or understand how much or little the Port of Seattle and FAA plan to cover.

I was involved in the four-year process for the third runway from Scoping to Final Supplemental EIS, MOA air quality study, Record of Decision and Governor Locke's certification of the project. This entire process was an attempt to cover up the true impacts, provide false data, downplay impacts and as a result, further a dangerous, unmitigated airport pollution problem. The subsequent legal cases pushed this process out another 8 years while the community fought impacts with meager resources that pushed cities near bankruptcy. In the end what we received was a somewhat smaller environmental destruction.

511-31
This current process should include a greater level of transparency and honesty. Agencies, officials and those responsible for oversight should assure the project not only complies with existing laws, but rises to an environmental standard that they themselves would want for their own families. This principle is reflected in state law at WAC 173 which guarantees each person in the State of Washington the right to a healthful environment.

I also realize that the proper analysis may disclose the need for removing billions of dollars worth of residential land uses that are far too close to the airport. This proximity problem is a result of the 1989 "Mediation" agreement which kept incompatible land uses intact in exchange for a noise mitigation program. This was the cheap way out of a problem for the Port of Seattle. An Expert Noise Panel appointed by the State of Washington in 1996 determined the noise mitigation program wasn't successful. Subsequently, many of the insulated homes have had insulation and windows mold, fail and rot. There is currently no plan to repair, or expand the program. This is unacceptable. Other cities are getting updated products and upgrades.

511-31
In summary, it would be easier to site another airport in the state with a proper buffer of 33,000 acres than to try and make this situation acceptable, livable and compatible.

Thank you,
Debi Wagner

From: Deborah Wagner <debi.wagner4@gmail.com>

Date: Wednesday, September 12, 2018 at 12:01 PM

To: Sheila Brush <shebrush@gmail.com>, Steve Edmiston <sedmiston@bracepointlaw.com>, Scott Stevson <scottstevson@gmail.com>, Bruce Dennis <bld522@yahoo.com>, Larry Cripe <Larrycripe@comcast.net>, Terry Plumb <tmcp123@hotmail.com>, "walterbala@mac.com" <walterbala@mac.com>, "Keiser, Sen. Karen" <Karen.Keiser@leg.wa.gov>

Subject: Fwd: follow-up

----- Forwarded message -----

From: <Cayla.Morgan@faa.gov>

Date: Wed, Sep 12, 2018 at 11:01 AM

Subject: RE: follow-up

To: <debi.wagner4@gmail.com>, <shebrush@gmail.com>, <Larrycripe@comcast.net>, <annek@36524.com>

Cc: <Patricia.Deem@faa.gov>, <Ianell.Barrilleaux@faa.gov>, <Purcell.Ariyn@portseattle.org>, <Rybolt.S@portseattle.org>

Dear Debi:

Thank you for your comments regarding the Sustainable Airport Master Plan (SAMP) Near-Term Projects environmental review. If you would like your comments to be included as part of scoping, they must be received or postmarked by September 28, 2018 through at least one of the following methods:

1. SAMP Online Open House: www.SAMPNTPenvironmentalreview.org
2. Email: SAMP@portseattle.org
3. Mailed to: Mr. Steve Rybolt

Port of Seattle

Aviation Environment and Sustainability

P.O. Box 68727

Seattle, WA 98168

4. Submitted in writing at any of the four public meetings
5. Recorded by the Court Reporter at any of the four public meetings

While we appreciate your comments, we cannot consider them as part of the SAMP Near-Term Project environmental review scoping process unless you resubmit them via one or more of the methods above.

Once received, these comments will be reviewed by the Port and Federal Aviation Administration (FAA). We anticipate that we'll report out on the results of scoping to the Port Commission in early 2019.

Thank you,

Cayla D. Morgan

Environmental Protection Specialist

Seattle Airports District Office

206-231-4130

My new address is: **2200 S. 216th Street, Des Moines, WA. 98198**

From: Deborah Wagner <debi.wagner4@gmail.com>

Sent: Tuesday, September 11, 2018 9:41 AM

To: Morgan, Cayla (FAA) <Cayla.Morgan@faa.gov>; Sheila Brush <shebrush@gmail.com>; Larry Cripe <Larrycripe@comcast.net>; Anne Kroeker <annek@36524.com>

Subject: follow-up

Hello Cayla: Thank you for spending time discussing some of our questions at the SAMP Scoping meeting last night. I have a few questions that I hope you can answer.

The "air quality" team said the CO2 figure of 363,306 metric tons per year (2016) produced by Landrum & Brown in a preliminary air quality draft I received six months ago uses only a takeoff cycle of approximately 2 minutes. The figure I received from Elizabeth Leavitt, Port of Seattle senior environmental staff member at the Energy and Sustainability Committee in 2016 was 5.4 million metric tons per year which includes all fuel pumped for CO2 in 2015 but not methane, black carbon or nitrogen oxides which are major contributors to climate impact and in my opinion, should be calculated for their respective contribution.

The AQ staff said that FAA regulations requires them to use only the truncated figure, part of the LTO.

N2-7

Question: Please provide the regulation/guidance/AC or whatever governs this calculation?

N1D-4D

Question: I am also seeking a copy of any EA, FONSI, CATEX document you referenced from 2006/2007?

N2-1

I am also concerned about the conditional approval FAA received from EPA in 1997 which required an air quality analysis prior to any future build post 2010 due to predicted violations of the NAAQS. Monitoring around the airport drives in 1998 found CO levels at roughly 80% of the federal standard during a slow period of operations along with particulate and NO2 levels higher than any historical regional monitoring. The congestion around the airport along with the massive increase in operations over the years and lack of monitoring in the area combined with close-in communities is cause for concern for compliance meant to protect public health and welfare.

S3-8/S3-2

Question: Will any monitoring of the air quality be required before approvals are issued? If so, will air toxics be included along with criteria pollutants?

In 1993, McCulley, Frick and Gilman monitored hydrocarbons in the neighborhoods around Sea-Tac and found several of concern above the Washington State Acceptable Source Impact level including benzene, formaldehyde, acrolein, etc. Due to these and other studies showing increased cancer risk, the Port of Seattle and FAA were asked to conduct a risk analysis for the third runway EIS which did not happen due to the consultant citing "lack of information." It now appears the community is experiencing higher than average respiratory illnesses and cancer and the State Department of Health map of health disparities along with EPA EJ Screen confirms the area surrounding Sea-Tac is in the above 80th percentile of negative health outcomes. These communities have already been identified by FAA in their PEA for the Automated Turn dated September 2017 as predominately minority and low income for Environmental Justice. There are requirements for notifications, HIA, SIA, and numerous other investigatory measures included in the Federal Interagency Working Group "Promising Practices" report from March 2016 and other regulatory framework.

55-1/SB-3

Question: Will FAA require a thorough evaluation of the EJ conditions and health disparities in the community surrounding Sea-Tac Airport including a risk analysis that uses monitoring to validate modeling?

Lastly, I am still confused as to the role of FAA in planning aviation capacity in Washington. The DOT Air Transportation representative believes FAA has to provide direction for the state to move forward on siting and building or expanding facilities. Yet, it seems FAA has referred to the state as the lead on this process. I am concerned because the state does not necessarily understand airspace constraints or the potential for harm of the human environment from concentrated high noise and emissions in the congested corridors. Due to constraints on the Sea-Tac facility which drives up the expansion cost tremendously that FAA must help fund, does it seem wise, prudent or usual to not more aggressively pursue alternatives to Sea-Tac expansion that are less harmful?

512-36

Question: What is FAA's role in regional or state decision-making to either stop expanding Sea-Tac or to build another airport/expand existing facilities?

Thank you,

Debi Wagner

SCOPING COMMENTS

To the Port of Seattle and FAA

9/16/2018

Scoping should be taken seriously. Past requests for the Third Runway analysis to address environmental considerations have been ignored. Please see attachment for an example of Puget Sound Clean Air Agency (PSCAA) formerly, Puget Sound Air Pollution Control Agency request for the third runway EIS to include a risk analysis and the response to not perform the analysis from the FAA/Port of Seattle. Where insufficient information exists (was not a valid excuse since EPA had just done a thorough risk assessment for Midway Airport <http://www.csu.edu/cerc/documents/SWChicagoCancerRisks1993.pdf>) or unknown risk exists as was the case with existing widespread community health disparities, it is the responsibility of the agency proposing the project involving additional impacts to use all available means to discover and disclose. NEPA §1508.27

The FAA and Port of Seattle should analyze the following items in the Environmental Assessment and Environmental Impact Statement:

HUMAN HEALTH AND ENVIRONMENT

- 1) Conduct an air quality analysis for all pollutants of concern; hydrocarbon emissions, air toxics, lead and criteria pollutants in the communities surrounding the airport and flight paths where aircraft overfly to 3,000 feet. This was required by a MOA between the Port of Seattle, EPA, PSCAA and DOE to be done post 2010 (See Attached). Please note the request for chemical analysis of residues in flight paths. Funding shortfall prevented this from going forward. It is still needed. Monitoring is used to validate modeling and has been recommended by our air quality agencies
- 2) Provide data on demographics and health in all communities affected by airport noise/emissions using existing data, science, agencies, institutions with city and citizen input. Give same consideration to multiple stressors (noise/emissions, traffic, etc.) in EJ community as was provided by the Port of Seattle in the near Port community grant for Duwamish residents.
- 3) Identify significant cumulative impacts considering past, present and reasonably foreseeable, multiple project impacts and high and adverse impact areas. 509, SASA, South Satellite, flight path changes, modifications, hardstands, new terminal construction and operation etc.
- 4) Identify areas where low income and minority populations reside and analyze disproportionate impact by airport operations, traffic, congestion, etc.
- 5) Consider cumulative noise and emissions on resident's health
- 6) Consider unknown risk and develop methods to determine sources, nature and develop control strategies
- 7) Conduct a risk analysis using all air contaminants known to be produced by airport operations using the collected monitoring and modeling data for validation as per Puget Sound Clean Air request in 1994 not yet completed
- 8) Map the areas of impact
- 9) Conduct a health impact assessment (HIA) and social impact assessment (SIA).
- 10) Provide meaningful insights into mitigation strategies

1-55

METHODOLOGY

55-1-55
58-3

- 1) Both co-lead agencies should use available science, data and input from independent sources to inform and validate the process and conclusions
- 2) Worst-case scenarios for impact analysis should be considered and developed
- 3) Mapping the area of emission impact will be different than the noise contours and should highlight highest risk areas.
- 4) A map should be color coded to easily identify:
 - a) Low income and minority populations eligible for environmental justice consideration
 - b) High and adverse impact assessment by census tract
 - c) Impact from emissions and types of emissions
 - d) At risk areas by type of risk
 - e) Noise contours and highest noise sensitive areas impact
 - f) Existing health disparities
- 5) All assumptions and conclusions should be peer reviewed and independently verified for accuracy. For instance, industry data frequently reflects a bias; current emissions prepared by consultant for the SAMP varies widely from the EPA data for the same year using the same FAA operations, data and model. This problem plagued the third runway EIS data on emissions. Port estimates for 2014 are in white and EPA estimates in yellow

EMISSION SOURCE	SHORT TONS OF POLLUTANTS (2014)											
	NO _x	NO _x	VOC	VOC	CO	CO	SO _x	SO _x	PM ₁₀	PM ₁₀	PM _{2.5}	PM _{2.5}
Aircraft Engines	1,623	2,350	242	448	1,329	2,156	158	251	8	53	8	52
APUs	72	48	5	4	48	43	9	7	22	6	22	6
GSE	307	91	78	29	2,292	845	21	3	20	3	19	3
Stationary Sources	17		1		12		0		1		1	
TOTAL	2,019		326		3,681		188		51		50	

Residents are entitled to a fair process. The State Department of Public Health and State Board of Health has previously identified the areas around Sea-Tac Airport as experiencing high and adverse health consequences and eligible for environmental justice consideration. Their recommendation in June 2001 was for a comprehensive independent air quality study.

The Port of Seattle has already previously recognized the importance of greater levels of identification and mitigation for environmental justice eligible communities. For the Near Port Community Grant partnership with EPA analyzing the disproportionate environmental and human health impacts of Seaport operations/cargo trucks, local industry and transportation impacts, the Georgetown and South Park communities received a Community Benefits Agreement and commitment from the Port of Seattle for funding, home air filtration systems, educational programs and workforce development among other contributions. Commissioners recognized the utility of such a community investigation

process and foresaw an application of this Duwamish Valley Environmental Justice and Social Equity program as a pilot for future application potential to other Port impacted communities.

The contributions of the Energy and Sustainability Committee on elevating the profile of equity in Port environmental efforts and community engagement were noted. The project elements were summarized and the disproportionate community health impacts of environmental factors in South Park and Georgetown were described at the Port Commission Meeting on April 10, 2018.

http://www.mdpi.com/search?q=noise+Queens%2C+NY&authors=&article_type=&journal=ijerph§ion=&special_issue=&volume=&issue=&number=&page=&search=Search

Below are some selected articles with a summary on noise and emissions.

“Air pollution causes seven million premature deaths a year but the harm to people’s mental abilities is less well known. A recent study found toxic air was linked to “extremely high mortality” in people with mental disorders and earlier work linked it to increased mental illness in children, while another analysis found those living near busy roads had an increased risk of dementia.

The new work, published in the journal Proceedings of the National Academy of Sciences, analysed language and arithmetic tests conducted as part of the China Family Panel Studies on 20,000 people across the nation between 2010 and 2014. The scientists compared the test results with records of nitrogen dioxide and sulphur dioxide pollution.

They found the longer people were exposed to dirty air, the bigger the damage to intelligence, with language ability more harmed than mathematical ability and men more harmed than women. The researchers said this may result from differences in how male and female brains work.

Derrick Ho, at the Hong Kong Polytechnic University, said the impact of air pollution on cognition was important and his group had similar preliminary findings in their work. “It is because high air pollution can potentially be associated with oxidative stress, neuroinflammation, and neurodegeneration of humans,” he said.”

https://www.theguardian.com/environment/2018/aug/27/air-pollution-causes-huge-reduction-in-intelligence-study-reveals?CMP=share_btn_link

Shortened life span due to aircraft noise, savings to airlines in fuel and airports in efficiencies has less value than public health costs associated with the cardiovascular health effects of the noise.

Aircraft noise causes oxidative stress in the brain. "Thus the presented results may explain at least in part why sleep phase rather than awake phase noise leads to cardiovascular diseases and may also provide an explanation why aircraft noise is linked with cognitive impairment including retardations of learning and memory capabilities in children. Thus preventive measures should be considered to reduce night-time aircraft noise."

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“Aviation Emissions Impact Ambient Ultrafine Particle Concentrations in the Greater Boston Area.” <https://pubs.acs.org/doi/pdf/10.1021/acs.est.6b01815>

“An air quality study has for the first time detected nano-sized particles of air pollution in children’s urine...these ultrafine particles are the smallest particles found in air pollution and have been linked to heart disease and respiratory conditions in previous studies.

The research provides the first direct evidence that some of the particulate matter known as black carbon that we inhale in soot and fumes is making it across the lung barrier and into the body’s circulatory system.” https://horizon-magazine.eu/article/ultrafine-pollution-particles-create-air-menace_en.html

Close-in communities and those in flight paths are home to a large population, many which are predominately minority and low income residents. This community has been the topic of investigation by the State Department of Public Health in the past and found to exhibit higher than average and sometimes statistically significantly higher than average respiratory and brain cancer when compared to King County and State averages. Currently, these same statistics seem to be present especially in 98168 for asthma and 98198 for cancer types including brain cancer.

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<https://graduatedegrees.online.njit.edu/resources/msce/msce-infographics/deadly-airport-toxins/>

“The aviation is by far the leading emitter of harmful and deadly toxins such as sulfur oxides, carbon monoxide, nitrogen oxides, carbon dioxide, and volatile organic compounds (VOCs) into the atmosphere. Unfortunately, these toxins are harmful to living things. In fact, people living, working, or simply within nine square miles of airports are exposed to air pollution that is 10 times higher than areas outside this zone.”

Area	Population age 25+	Deaths age 25+	Mean annual PM _{2.5} (µg/m ³)	Attributable fraction	Attributable deaths age 25+	Associated life-years lost
London	5,330,600	47,998	12.7	7.2	3,389	41,404
East Midlands	3,087,200	40,806	10.1	5.7	2,314	24,016
West Midlands	3,714,533	50,110	10	5.7	2,837	29,897
East	4,042,900	51,211	9.9	5.6	2,844	29,096
South East	5,884,600	74,124	9.7	5.5	4,034	41,729
Yorkshire and the Humber	3,584,267	48,534	9.3	5.3	2,567	26,636
North West	4,733,000	67,871	8.9	5.1	3,427	35,855
South West	3,705,633	52,000	8.2	4.7	2,389	23,779
North East	1,795,267	26,090	8.1	4.6	1,199	12,336
England	35,878,000	458,743	9.9	5.6	25,002	264,749
Slough Unitary Authority	84,700	744	12.1	6.8	51	714

While levels of particulate matter (PM) do not exceed EU Limit Values, the Joint Strategic Needs Assessment (JSNA) shows that levels of fine particulates (PM_{2.5}) in 2015 accounted for 19.1 premature deaths per 100,000 people in Slough compared with a rate of 11.7 for the South East. The health impacts of air pollution are becoming more apparent with evidence showing effects such as heart attacks, strokes, low birth weight babies and impaired lung and brain development. The World Health Organisation (WHO) categorises diesel exhaust fumes as carcinogenic.

Airport has highest emissions levels per acre in King County for certain pollutants

Attachment A - Comments on Draft Codebook

Comment 5: Commentor questioned how pollutant levels at Sea-Tac contrast with pollutants emissions in other portions of the region on a per acre basis.

Response: As would be expected, the acreage containing Sea-Tac Airport emits a greater level of air pollution than the average acre within King County for specific pollutants. Generally, Airport lands (encompassing 2,500 acres) produce greater levels of nitrogen oxides (NOx) for each airport acre than do all sources for each of King County's 1.4 million acres. However, aircraft emissions of Volatile Organic Compounds (VOC) and Carbon Monoxide (CO) for each Airport acre are nearly the same as compared to all sources for each King County acre.

Nitrogen Oxide (NOx). Aircraft activity at Sea-Tac produces approximately 0.5 tons NOx for each Airport acre (2,500 acres). All sources (aircraft, motor vehicles, fuel tanks, etc.) produce about 0.2 tons NOx for each acre within the Master Plan Update EIS study area (15,000 acres). Comparatively, all sources within King County (mobile, non-road mobile, point and stationary sources) produce 0.1 tons NOx for each King County acre.

Volatile Organic Compound (VOC). Aircraft produce approximately 0.1 tons per year VOC for each Airport acre. All sources produce just over 0.1 tons VOC per year for each acre within the EIS study area. The airport and airport area per acre level is the same as the King County level of about 0.1 tons VOC per acre.

Carbon Monoxide (CO). Aircraft produce about 0.5 tons CO per year for each Airport acre. All sources in the study area produce 1.5 tons CO per year for each acre. All sources within King County produce 0.4 tons CO per year for each acre in King County.

Comment 6: Commentor questioned if the airport should be treated like a point source instead of as mobile sources?

Response: Sea-Tac Airport facilities consist of a complex mix of stationary, mobile and non-road mobile sources. Stationary or point sources are typically limited in size to a single facility in comparison to the 2,500 acres at Sea-Tac consisting of numerous individual facilities. Emissions from aircraft and motor vehicles are consistently treated as mobile sources under the Clean Air Act. Additionally, although the Port of Seattle owns the land, many of the structures on-airport are owned and maintained by the tenants using the Airport. These tenants have certain responsibilities and liabilities associated with their operation independent from the Port of Seattle. These facilities are regulated by the Puget Sound Air Pollution Control Agency as stationary sources. As a result, air pollution modeling for airports typically uses point, area, and line sources to characterize the types of sources and/or facilities.

Comment 7: Commentor expressed concerns with the role and results of the SIP.

Response: Ms. Des Marais correctly notes that "the goal of the SIP is to chart air pollution and improvements over time to eventually reach attainment of the standards to protect public health and better the environment." The SIP "inventories" pollutant levels by a variety of sources within the Region including airports. Once all the pollutant sources are inventoried, then the SIP focuses on measures to reduce pollutant levels in order to meet pollutant reduction goals for the Region. The SIP inventories do not mean that activity within the Region cannot grow, nor do they establish pollutant "budgets" for a particular source that cannot be exceeded. For example, the SIP accounts for growth in aircraft activity at Sea-Tac. Because motor vehicles are expected to remain the largest

Aircraft have a ground level impact on air quality up to 3,000 feet

For the future years, on peak levels of CO, HC, and NO_x, results will follow the State's 1995 inventory.

The discrepancy between the State's inventory levels and the inventory levels presented in the analysis occurs because of differences in operational levels, aircraft technology, and fleet mix and engine emission assumptions. The State's emission inventory is based on 1990 aircraft operations levels versus actual 1994 used in the study's inventory. This study's and the State's inventory used slightly different aircraft activity levels and fleet mix. Therefore, the State's inventory may not have considered many of the newer aircraft in use or projected to be in use at the Airport.

The Airport's inventory also considered toxic/trace values specific to Sea-Tac. The State's inventory relied on default time in mode values presented in AP-42, including for toxic/trace.² As such, the State's inventory is based on a much higher toxic/trace/day time in comparison to the Airport's inventory. For the Airport's emission inventory, departure delay at Sea-Tac is based on the FAA's Capacity Enhancement Study airfield computer simulation.³ Departure delay used in the analysis is based on the peak hour departures, for all weather conditions. As levels of CO₂ are highly influenced by taxi, idle and departure delay, emissions for this pollutant would be expected to be less than for the State's 1990 inventory levels.

(4) DISPERSION SCREENING ANALYSIS

A dispersion analysis was performed to ensure that localized "hot spots" would not result from the Master Plan Update alternatives. In performing the dispersion analysis, the FAA's Emissions and Dispersion Modeling System (EDMS) computer model was utilized. EDMS provides for dispersion analysis in two levels of detail: a screening analysis which reasonably

incorporates "worst case" operational and meteorological conditions; and a more detailed "refined" analysis that considers actual operational characteristics and meteorological conditions. This section describes the screening dispersion analysis methodology and results.

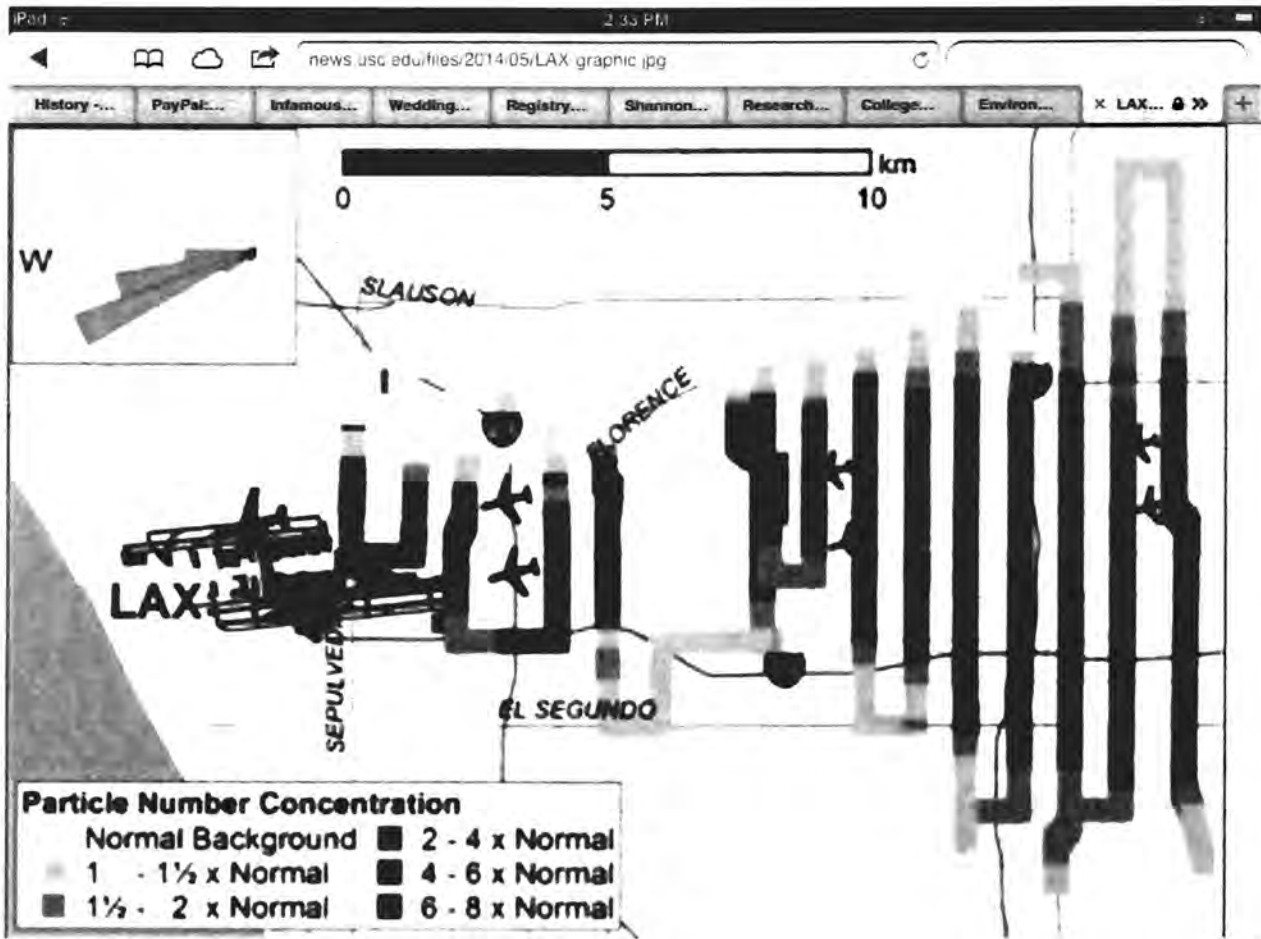
EDMS evaluates the design and operational characteristics of an airport by modeling aircraft emissions. Departing aircraft are simulated from the departure runway hold pad area during take-off and through climb-out. Airfield departure delay periods are included in the EDMS analysis. Aircraft cruise emissions above an altitude of 3,000 feet are not analyzed because they are discharged at altitudes that preclude any discernible impact to ground level air quality conditions. Vehicular emission rates are included in the EDMS model and are used to predict air pollutant dispersion from vehicular sources on roadways and parking lots in the Airport area. The EDMS model includes MOBILE5A, a USEPA mobile source emission program used to determine surface transportation vehicular emission factors.

(A) Dispersion Screening Analysis Methodology

An initial screening dispersion analysis was conducted to determine locations where possible exceedances of the AAQS might occur. The basis for the screening dispersion analysis is to represent worst case conditions, which are the combinations of operational activity and meteorological conditions encountered during the year which result in the highest concentration of air pollutants. The screening analysis identifies pollutant levels according to the worst case wind angle recorded for modeled receptor locations. The worst case wind angle represents the wind direction at which the highest concentrations of pollutants by receptor was calculated based on reasonable worst case meteorological assumptions such as cold temperature and calm wind conditions. The analysis assumes that the peak hour for aircraft, roadway and other sources occurs at the same time. Since this is not the case, the evaluation represents a worst case situation that may present an overestimation of pollutant concentrations.

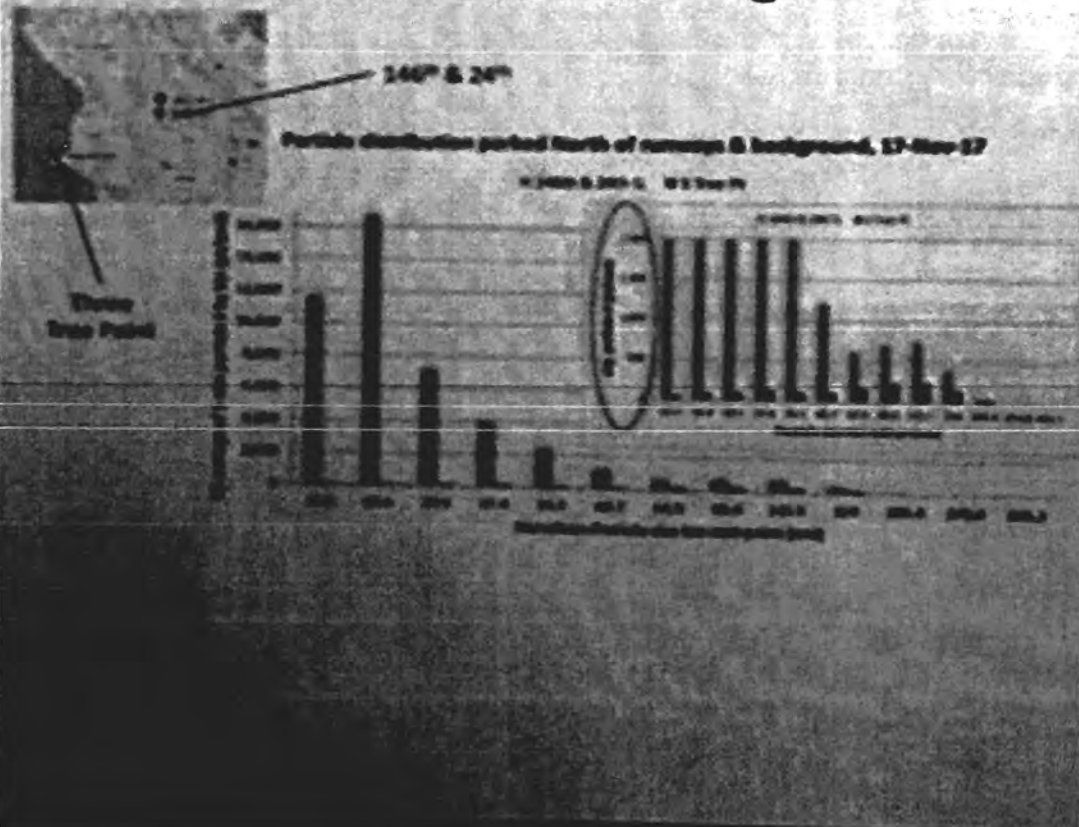
Sources modeled include roadways, point sources such as heating plants and fuel tanks, and area sources such as parking lots. A description of the sources modeled is

² Compendium of Air Pollution Emission Factors, Volume 1, Mobile Sources, AP-42, U.S. Environmental Protection Agency, September, 1985.
³ Data provided by Mr. Darryl Stone, Operations Research Analyst, Aviation Capacity Branch, Federal Aviation Administration, October, 1994.
⁴ Use of the EDMS model was conducted with the USEPA, Building, PASC, and PAA/PCA May 17, 1994.



Sea-Tac Airport area experiencing the same high level of ultrafine particulate impacts of in flight paths similar to that discovered and monitored at LAX environ. The orange bars off the chart is the flight path impact compared to monitoring at Three Tree Point removed from flight path impact area

UFP size distribution, aircraft impacted area vs. background

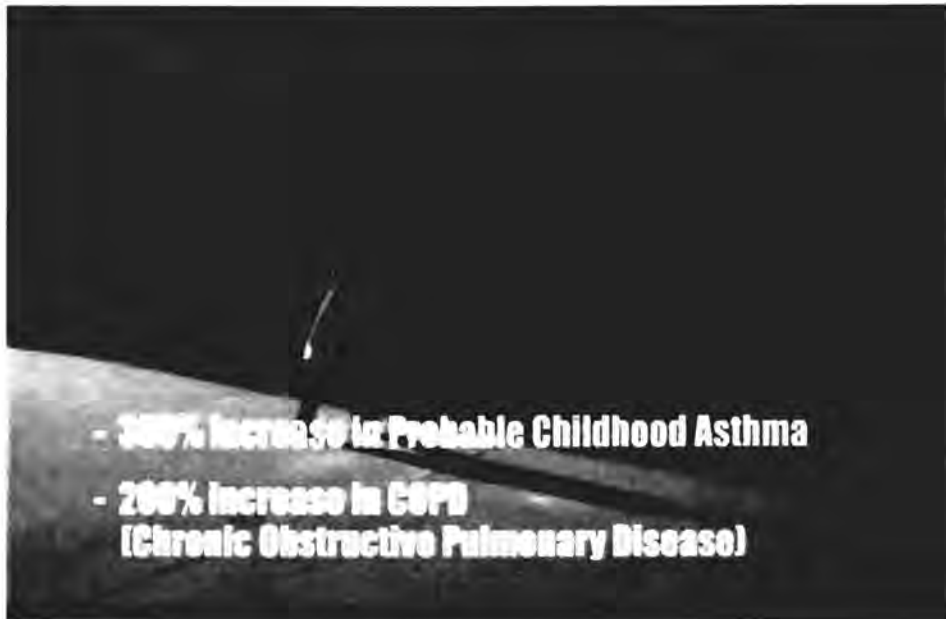


Statistically Significant Asthma and higher than average for King County cancer cases including respiratory and brain cancer from a recent zip code search of 98168 and 98198 by the State Department of Health Epidemiology

Hospitalization: Age Adjusted Rate

Diagnosis Group	Year	Geography	Count	Populatio	Age-Adj	Age-Ad	Age-Ad
###Malignant neoplasm of trachea bronchus	2011-2015	State Total	9168	34497650	23.74	23.25	24.25
###Malignant neoplasm of trachea bronchus	2011-2015	King	2326	10008810	23.27	22.31	24.26
###Malignant neoplasm of trachea bronchus	2011-2015	98168_Seae	34	172403	23.66	16.13	33.8
###Malignant neoplasm of trachea bronchus	2011-2015	98198_Seae	46	174919	24.59	17.94	33.12
###Malignant neoplasm of brain (191)	2011-2015	State Total	3373	34497650	9.03	8.72	9.35
###Malignant neoplasm of brain (191)	2011-2015	King	1011	10008810	9.68	9.08	10.31
###Malignant neoplasm of brain (191)	2011-2015	98168_Seae	18	172403	11.15	6.55	18.29
###Malignant neoplasm of brain (191)	2011-2015	98198_Seae	20	174919	10.44	6.26	16.58
###Asthma (493)	2011-2015	State Total	20274	34497650	58.78	57.96	59.6
###Asthma (493)	2011-2015	King	5847	10008810	61.98	60.38	63.62
###Asthma (493)	2011-2015	98168_Seae	128	172403	75.34	62.68	90.26
###Asthma (493)	2011-2015	98198_Seae	102	174919	58.19	47.27	71.01

The same elevated high and significant numbers of diseases are occurring around Boston Logan Airport. The same planes overfly communities throughout the US but Sea-Tac. LAX and Boston Logan along with other select airports are unique for how dense and close in proximity to the airport are the local residential communities (within a few blocks for residential areas on all sides of Sea-Tac Airport)



Destination: East Boston from Lucas La Battaglia on Vimeo.

The film appears to be connected to Airport Impact Relief, Inc., a nonprofit.

The following are examples summarized of some topics for investigation of EJ communities in NEPA reviews. See the Interagency Working Group on Environmental Justice https://www.epa.gov/sites/production/files/2016-08/documents/nepa_promising_practices_document_2016.pdf:

- Define the boundaries (GIS or mapping) of the affected population for both noise and emissions
- Define Exposure pathways

- Utilize citizen, organization and government data, science collection
- Define unique characteristics, i.e., human health vulnerabilities, health disparities, socio-economic vulnerabilities
- Explain methodologies and data
- Consider alternatives with the least impact on the low income and minority population
- Identify benefits and detriments
- Determine presence of high and adverse impacts (EJ community may be more susceptible to impacts than the general population)
- Utilize systems for data collection such as Health Department, Cancer Registry, National Birth Defects Registry, National Brain Tumor Registry, etc.
- Develop a health impact assessment (HIA) and Social Impact Assessment (SIA)
- Use a comparative population
- Monitoring plan to assure mitigation is successful
- Consider on balance compensatory mitigation to equalize detriments

Impact categories FAA must address in an EA:

Table 1: List of Environmental Impact Categories in FAA Order 10501.1F

	Environmental Impact Category
1	Air Quality
2	Biological Resources
3	Climate
4	Coastal Resources
5	Department of Transportation Act, Section 4(f)
	Environmental Impact Category
6	Farmlands
7	Hazardous Materials, Solid Waste, and Pollution Prevention
8	Historical, Architectural, Archeological and Cultural Resources
9	Land Use
10	Natural Resources and Energy Supply

	Environmental Impact Category
11	Noise and Noise-Compatible Land Use
12	Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
13	Visual Effects
14	Water Resources
15	Cumulative Impacts
16	Irreversible and Irretrievable Commitment of Resources

AIR QUALITY

N10-41
 Air quality has not been assessed. A Memorandum of Agreement between EPA, Department of Ecology, Puget Sound Clean Air Agency and the Port of Seattle in 1997 was to monitor the air quality of the Sea-Tac Airport area post 2010 (see attached) due to predicted modeled exceedances of the NAAQS. This was to occur prior to construction of conditioned elements of the ALP. These proposed future improvements such as the new terminal and landside developments are planned along with other segmented developments such as hardstands and international facility improvements and no compliance certifications have been issued. No monitoring is planned. This monitoring should include the analysis of chemical composition of the soot, debris that was included in the MOA but not completed due to funding restraint.

N2-8
 The consultant working on the Sustainable Airport Master Plan (SAMP) has provided air quality data from the EDMS and AEDT model. The EPA also models the same operations for each year analyzed. Below is a table created by EPA showing the consultant (in white) and EPA analysis (in yellow) for 2014 using the same model and FAA supplied operational numbers.

EMISSION SOURCE	SHORT TONS OF POLLUTANTS (2014)											
	NO _x	NO _x	VOC	VOC	CO	CO	SO _x	SO _x	PM ₁₀	PM ₁₀	PM _{2.5}	PM _{2.5}
Aircraft Engines	1,623	2,350	242	448	1,329	2,156	158	251	8	53	8	52
APUs	72	48	5	4	48	43	9	7	22	6	22	6
GSE	307	91	78	29	2,292	845	21	3	20	3	19	3
Stationary Sources	17		1		12		0		1		1	
TOTAL	2,019		326		3,681		188		51		50	

N2-8
 The differences between these estimates have not been explained. For the third runway analysis, these same problems permeated the modeling. When looking at emission data input from the third runway analysis, it was clear the consultant had manipulated the data to obtain a predetermined outcome of compliance. The consultant failed to estimate any particulate data for all jet operations. All defaults were set to zero. The consultant cut emission data from EPA published rates and used lower than standard operations time in mode. It is not fully understood

N2-8

by me at this time, and to what degree, that falsified data has impacted public health and the environment that would have otherwise received mitigation.

CLIMATE CHANGE

N10-1 / N2-9

The consultant has provided data on carbon dioxide emissions in the Air Quality Baseline Preliminary Draft dated September 2017 for 2016 annual emissions. CO₂ is listed at 396,306 metric tons per year. Yet the Port of Seattle Energy and Sustainability Committee estimate from 2015 is 5.4 million metric tons per year. The difference between the two estimates are due to the consultant using a fraction of the Landing/Takeoff cycle rather than total fuel pumped. This leaves a majority of the carbon dioxide emissions unaccounted for. Since climate impact is a global concern, honesty and accuracy and taking responsibility for the total global climate impact is essential to understanding the significant impact the aviation sector has on planning and mitigation. While trees are the only current mitigation for aviation produced CO₂, it makes no sense the FAA has allowed the significant removal rather than topping 3,000 mature trees around the airport.

S3-1

The total climate change impact of the airport expansion will be significant. Sea-Tac is currently producing 25% of the county's climate change emissions. While the county is reducing emissions, the airport plans to double its impact. Ninety percent of the climate impact of the airport is due to jet operations. The Port of Seattle proposes reducing the remaining 10% of climate emissions by 3% or less over the next 18 years while doubling the 90%. None of the estimates consider the higher contributing emissions of nitrogen oxides, methane or black carbon. The imbalance in offsetting the impact could push Sea-Tac to half the county total by 2034 considering the increase in operations and reduction strategies in other sectors. This scenario will undo and even surpass all gains in every other sector.

**Table 13
BASELINE (2016) CONDITION AEDT ANNUAL EMISSIONS**

EMISSION SOURCE	SHORT TONS OF POLLUTANTS (2016)						
	NO _x	VOC	CO	SO _x	PM ₁₀	PM _{2.5}	CO ₂ *
Aircraft Engines	1,775	261	1,455	162	13	13	396,306
APUs	40	3	33	5	5	5	-
GSE	370	94	2,769	19	25	25	-
Stationary Sources	18	1	12	0	1	1	-

TOTAL	2,267	379	4,841	190	48	47	396,306
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At the Highline College scoping meeting I asked Port staff at the Climate board why they are using only a small portion of the takeoff to estimate total climate impact. They said FAA has a regulation that requires this truncated figure. I asked for a copy of the regulation or a reference to where it can be found and they were unable to provide this. I followed up with a request of the FAA Environmental Specialist Cayla Morgan who was present at the scoping who invited follow-up questions along with her email. She did not provide an answer to my question or others I asked and referred me to the SAMP comment website link. This seems to be much more work than what should be necessary especially for citizens who are already experiencing injuries from excessive noise and airplane emissions.

ENVIRONMENTAL JUSTICE

5-1
Health disparities in the communities surrounding the airport have been evaluated by the State Department of Public Health. Findings of disproportionate, high and adverse consequences exist in these communities. Currently, respiratory and brain cancer cases are higher than average when compared to King County and asthma in 98168 is statistically significantly higher than average when compared to county, state and national levels.

5-3
5-8
Environmental Justice (EJ) eligible community has been identified by FAA in their June 2017 Preliminary Environmental Analysis (PEA). The Interagency Working Group on EJ Methodologies March 2016 outlines numerous items for analysis that have not been discussed in any detail in the SAMP planning process. Cumulative impacts to these communities of noise and emissions along with health impacts have not been analyzed. Past, present and reasonably foreseeable impacts have not been addressed. Unknown risks should be evaluated.

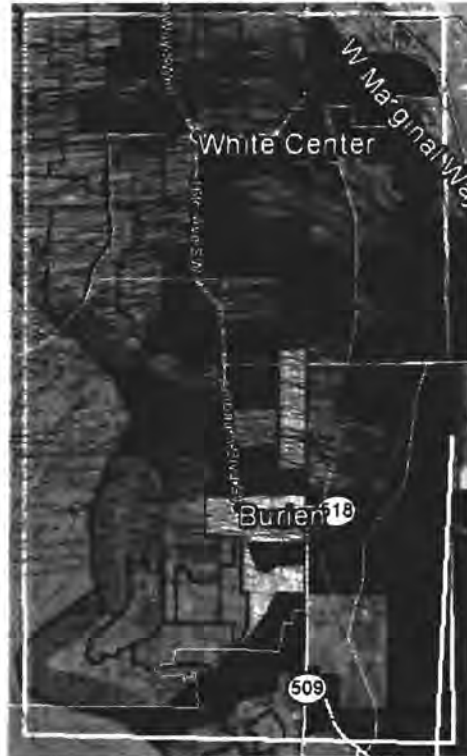
(From the PEA)

Figures 5 and 6 shows the areas in which Environmental Justice (EJ) may be a concern within the Study Area. This data was pulled using the U.S Consensus 2015 data, through the Environmental Justice tool in AEDT. There are multiple areas of which exceed environmental justice thresholds within the Study Area. However, there are no reportable or significant noise impacts and the noise level of the No Action and Proposed Action Alternatives are less than 45 dBA DNL. Furthermore, there is no change to air quality. Therefore, the FAA has preliminarily determined that there are no high and disproportionate impacts to environmental justice communities.

Figure 5: EJ areas with the No Action flight tracks



Figure 6: EJ areas with the Proposed Action flight tracks



Key

- No Environmental Justice threshold exceeded
- Exceeds the 1 x poverty threshold level
- Exceeds the for minority threshold
- Exceeds both the 1 x poverty and minority thresholds
- Study Area
- No Action flight tracks
- Proposed Action flight tracks

The aforementioned analysis preliminarily indicates that there would be no direct or indirect or cumulative significant impact as a result of the implementation of the Proposed Action.

This analysis, above, ignores the significant impact that already exists with air quality impacts, violations of federal and state law, excessive noise through the night and health disparities discovered in the past and present. EPA EJ Screen tool can be used to assess the low income and minority populations around Sea-Tac and view the risk and negative health outcomes. Many of the census tracts in 98168 and 98198 typically overflowed by departing and arriving aircraft exhibit *extreme* conditions. Some of the greatest poverty levels, language barriers, no access to healthcare deficiencies and health disparities in the county exist in these communities along with double the average for the county numbers per household of children. The Highline School

District that serves these communities has some of the highest poverty level families, and service needs of any school district in the state. See attached high noise area map and State Department of Health Washington Tracking Network health disparities map. Both exhibit similar areas of impact for high noise levels and negative health outcomes.

The State Board of Health on behalf of the State Department of Public Health finding statistically significant health disparities in the communities surrounding Sea-Tac Airport writing in The Washington State Committee on Environmental Justice, June 2001 "Final Report, State Board of Health Priority: Environmental Justice" states:

"Airport community members living near the SeaTac Airport identified several concerns related to air pollution from operations at the airport (see Washington State Department of Health et al., February and December 1999. These reports can be accessed through: <http://www.doh.wa.gov/EHSPHL/Epidemiology/NICE/HTML/nicepubs.htm>.)

A March 2000 report prepared jointly by DOH, the Washington State Department of Ecology, the Puget Sound Clean Air Agency, Public Health—Seattle and King County and several other agencies and community representatives found that, in the SeaTac Airport area, there are statistically significantly higher rates of the following conditions:

- Lung cancer cases within one mile of the airport compared to the rest of King County and to Washington State;
- Oral and pharyngeal cancer cases within one mile of the airport compared to Washington State;
- Deaths from lung cancer and chronic obstructive pulmonary disease in an area approximately three miles to the west and north and one mile to the east and south of the airport (defined by census tracts) compared to King County; and
- Hospital admission for asthma and pneumonia/influenza in an area approximately three miles to the west, north and east and one half mile to the south of the airport (defined by zip codes) compared to King County.

The March 2000 report recommended that an air quality study be conducted around SeaTac Airport. This recommendation was, in part, forwarded because of environmental justice concerns. The report states, "fundamental to the concept of environmental equity is the value that one group of people not incur environmental exposures from commercial activities from

which another group benefits. Those who use SeaTac Airport often derive great financial and other benefits from worldwide travel. **The extent to which these benefits come at the expense of environmental degradation affecting the people who live around the airport is unknown,** since a comprehensive air quality study has not been performed at SeaTac Airport to determine the impacts attributable to airplane emissions and airport-related traffic” (Washington State Department of Health et al., 2000, p. 8). [pages 14, 15] (Emphasis added)

Regarding unknown risks the Federal Interagency Working Group (IWG) on Environmental Justice states in publication “Promising Practices for EJ Methodologies in NEPA Reviews” dated March 2016: https://www.epa.gov/sites/production/files/2016-08/documents/nepa_promising_practices_document_2016.pdf

“The degree to which an impact involves **unique or unknown risks** (see 40 CFR§1508.27(b)(5)) to minority populations and low-income populations in the affected environment can inform how agencies assess the significance of the impact. Minority populations and low-income populations could be uniquely susceptible to impacts from a proposed action due to: 1) **special vulnerabilities, e.g. pre-existing health conditions that exceed norms among the general population**; 2) unique routes of exposure, e.g. use of surface or well water in rural communities; or 3) cultural practices, e.g. subsistence fishing, hunting or gathering, access to sacred sites.” IWG page 34

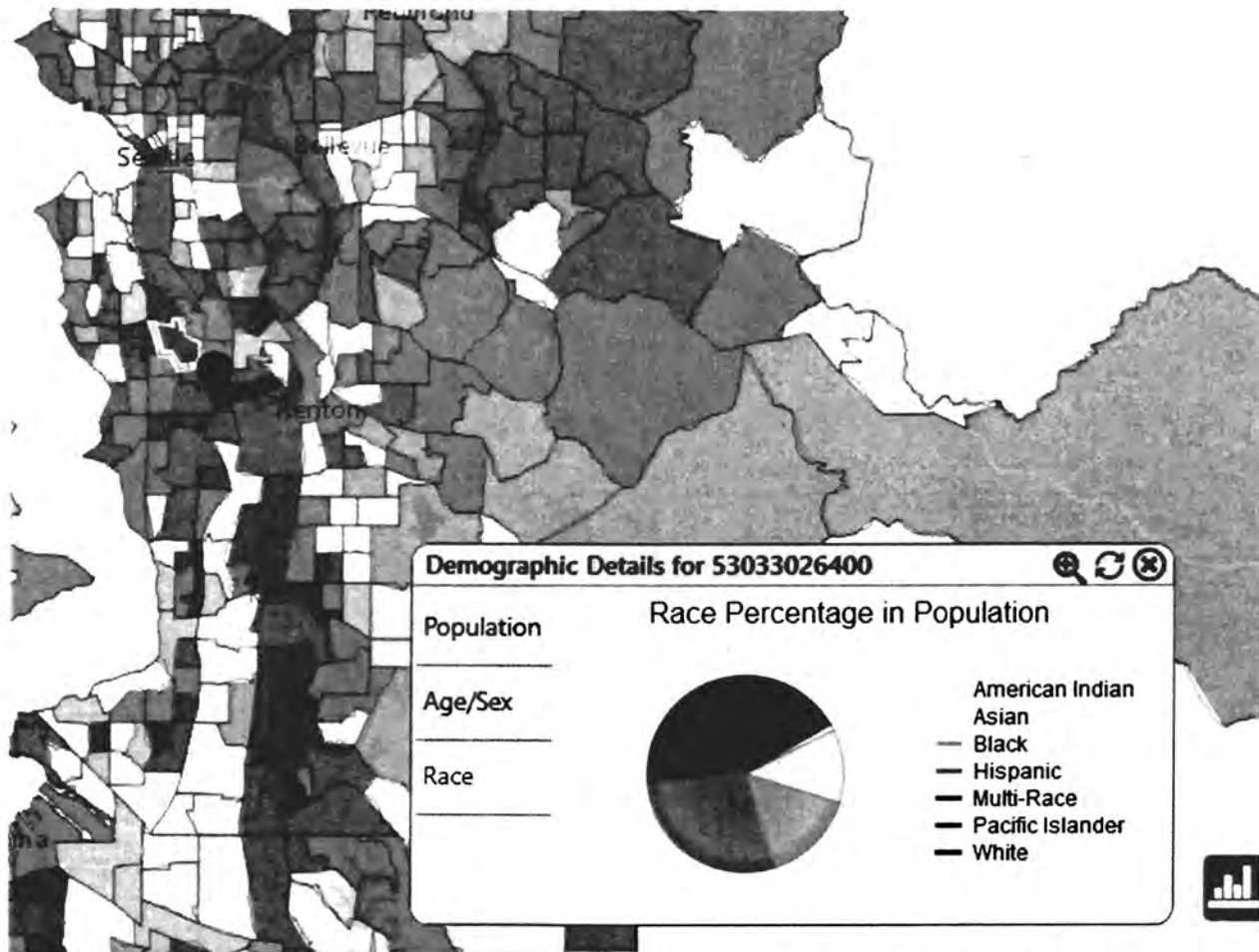
The FAA EA and Port of Seattle EIS must include the following:

- 53-2
- 83-8
- 55-1 / 53-8
- 1) An air quality monitoring program must be completed which includes toxics and criteria pollutants and used as a validation for modeling
 - 2) A risk analysis must be completed which evaluates all known chemicals released from the airport including air toxics, criteria pollutants, PAH, metals, soot analysis which might be affecting the poor public health outcomes
 - 3) A toxicology study must be completed to help plan mitigation. This should include analysis of people, plants, soil, and open water at a minimum.
 - 4) Mitigation plans, programs and strategies should be planned and implemented along with the SAMP development not after
 - 5) Any mitigation strategy must have a monitoring plan to assure success
 - 6) A similar area must be used for comparison to evaluate health impacts (Kent Auburn area was used as a comparative population to Sea-Tac Airport communities by the State Department of Health zip code study in 2000. This area along with Tukwila is overflowed by arriving aircraft to both Boeing Field and Sea-Tac Airport. Health disparities in these cities can clearly be seen as extreme on the enclosed map of poor health outcomes and should not be used as a comparison)

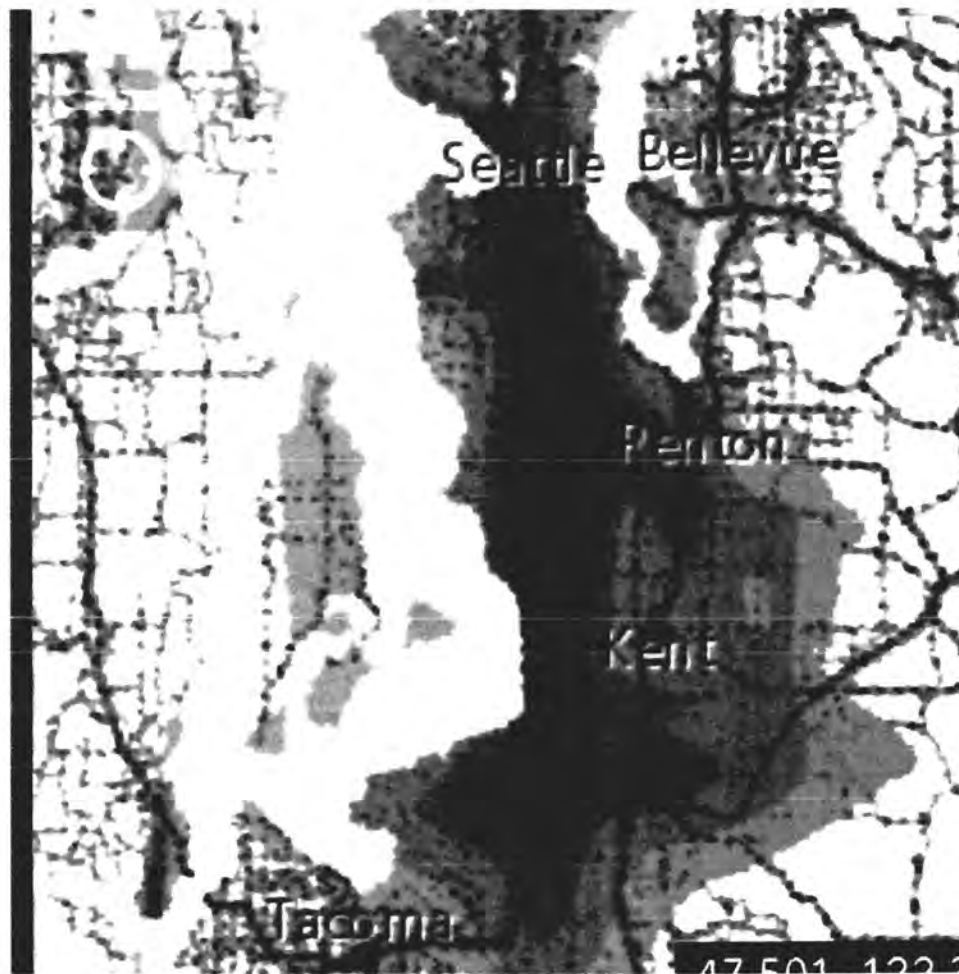
- 511-27
- 7) Areas of impact for emissions should be mapped along with noise.
Consider for instance:
 - a) New Jersey Institute of Technology has found a wide circular area around airports in the US experiencing toxic emissions 10 times greater than elsewhere
 - b) State Department of Health found health impact areas to the west and east of Sea-Tac Airport experiencing health disparities
 - c) EPA evaluating Midway Airport found risk threshold exceeded for 1,3 Butadiene to the northeast of the airport not typically in a noise contour band,
 - d) McCulley Frick and Gilman Air Quality Survey found hydrocarbon levels exceeding state New Source regulations around Sea-Tac Airport outside of the noise contours
 - e) Department of Commerce and LAX Ultrafine Particulate study found sooty debris typical of jet engine combustion discharge in flight paths for 10 miles out from runway ends
 - 8) An epidemiological study should be conducted
 - 9) All studies should show independence and be peer reviewed to assure objectivity
 - 10) All analysis should include data input, assumptions and justification

In 1996 for the third runway EIS, wild and irresponsible predictions were made about air quality impacts. Some sources were estimated far too high and aircraft much lower than had been previously predicted by EPA and Department of Ecology. The Port of Seattle consultants Landrum & Brown predictions were accepted as state-of-the art. It was not until after 2011 that Russ Simonsen, environmental manager at the Port of Seattle admitted the figures were inaccurate. The high sources pales in severity to the elimination of data from the EDMS aircraft model, using too low time-in-mode values and falsified emission factors. The public health impacts we are now experiencing is a result of fraudulent, inaccurate and irresponsible data collection and dissemination.

Similarly, the forecasting of operations failed miserably to even come close to predicting what is happening today. The expanded airport facilities, once predicted to handle operations through 2030 and beyond, are now inadequate even in the existing condition less than 10 years after the opening of the third runway. Constraint and congestion caused by the introduction of the Delta Hub and the need for the SAMP expansion began as early as 2014, only six years after the opening of the most expensive runway in US history.



State Department of Health Washington Tracking Network Health Disparities for 98168 that follow flight path and match high noise area



Highest noise level in purple at the airport and surrounding red represents highest noise levels and matches the health disparities map from Department of Health

1997 EPA, PSCAA, DOE and Port of Seattle Memorandum of Agreement commitment for monitoring the airport area post 2010 due to predicted future scenario modeled violations of the federal National Ambient Air Quality Standard for carbon monoxide. Predicted future violations of the NAAQS for NO₂ were not carried forward although contained within the EDMS modeling for airport environment. PM 10 and PM 2.5 had been eliminated from the EDMS model for all jet aircraft LTO between 1993 and 1994.

Final

MEMORANDUM OF AGREEMENT

AIR QUALITY MONITORING PROGRAM ACTIVITIES RELATING TO THE SEATTLE-TACOMA INTERNATIONAL AIRPORT VICINITY

Introduction

For a number of years, residents in the vicinity of Seattle-Tacoma International Airport (Sea-Tac) have expressed concerns over air pollution. Several studies and small-scale air pollutant sampling programs have been conducted by the Port of Seattle (Port), the State Department of Ecology (Ecology) and the Puget Sound Air Pollution Control Agency (PSAPCA). Because of ongoing concerns about air quality in the vicinity of Sea-Tac, the undersigned agencies have agreed to work together to gather additional air quality baseline data.

In April 1995, the Federal Aviation Administration (FAA) and the Port issued a joint Draft Environmental Impact Statement (EIS) for the proposed Master Plan Update Improvements at Seattle-Tacoma International Airport. In February, 1996 the FAA and Port issued the Final EIS, which incorporated a draft air quality conformity determination. These environmental documents address, among other issues, potential air quality impacts associated with various Master Plan Update improvement projects (facility developments and operational changes) to be phased-in between 1996 and 2020 as part of the long-range airport vision (Exhibit A, attached to this agreement).

The Final EIS considered the available Sea-Tac air quality information from previous studies, updated the baseline and projection year emission inventories for five "criteria" pollutants of concern, performed area-wide dispersion screening modeling for volatile organic compounds (VOC) and oxides of nitrogen (NOX) (both ozone precursors) and conducted localized traffic intersection modeling analyses for carbon monoxide (CO).

The Port and FAA have identified future project build-out and operational conditions that result in modeled exceedences of the federal standard for CO. However, no monitored air quality data for the Sea-Tac vicinity currently exists with which to interpret the FEIS' "worst case" modeling results, which may overstate actual future air quality problems. Also, because the Master Plan Update project phase(s) that cause the modeled CO exceedences do not occur until approximately 2010, the issue of specifying appropriate mitigation measures prematurely has been raised.

In comments submitted by PSAPCA, Ecology and the US Environmental Protection Agency-Region 10 (EPA) to the FAA on the FEIS draft conformity finding, it was noted that in order to demonstrate conformity with the Central Puget Sound State Implementation Plan (SIP), there must be firm commitments made at this time by the Port and FAA to either (1) mitigate the modeled standard exceedences for CO or (2) delay inclusion of certain projects until future environmental reviews are completed for those elements and firm commitments to new mitigation measures are made, if necessary. Several options for achieving this outcome were specified. The comments also recommended a funded 24-month Sea-Tac area air quality monitoring program to better determine baseline conditions at and around the Airport; to inform model interpretation; and to provide better ambient air quality information with which to respond to public air quality concerns.

As a result of these FEIS comments and related interagency discussions, the Port, FAA, Ecology, PSAPCA and the EPA all concur that a Sea-Tac air quality monitoring program be established, focused on the following concerns in priority order:

- Carbon monoxide (CO) concentrations, specifically at those roadway intersections modeled in the FEIS as creating future exceedences of the National Ambient Air Quality Standard for CO;
- Oxides of nitrogen (NOX) concentrations associated with aircraft departure backup queues;
- Ground-level residue deposition associated with aircraft fuel particle discharges;
- Ground level residue-related toxic substances; and
- "Fugitive dust " particulate matter concentrations associated with Sea-Tac construction activity sites and dirt haul routes.

The parties agree that this monitoring program is in support of quantifying pollutant levels and not for the purpose of supporting the proposed improvements at Sea-Tac Airport.

Sufficient funding totaling \$195,000 already has been identified by the parties to this agreement to conduct special field monitoring activities for the first three items listed above (CO, NOX and fuel particle discharge-related residue) within the next 24 months. Whether or not to fund monitoring of toxic substances in the Sea-Tac vicinity will depend on the results from ground-level residue monitoring data collection and analysis. For purposes of fugitive dust emissions, the Sea-Tac vicinity monitoring program will rely on PSAPCA's existing regulatory, inspection and enforcement authority rather than formal in-field monitoring.

The initial CO saturation study monitoring will be conducted during the upcoming winter season (1996-97), with the ability to continue some CO measurements in winter 1997-98. The monitoring of NOX is projected to occur in summer/fall 1997, with fuel particle discharge residue measurements occurring seasonally between fall, 1996 and summer, 1997. All field monitoring activities and data analyses are scheduled for completion no later than June, 1998.

Public involvement from the surrounding community will be sought in the monitoring program to facilitate public understanding of the monitoring results and the implications for long-term Sea-Tac air quality monitoring. To this end, establishment of a special working group comprised of both agencies and community representatives is contained in the proposed program's scope (Exhibit B, attached to this agreement).

Purpose

This Memorandum of Agreement (MOA) establishes an air quality monitoring program in the Sea-Tac International Airport vicinity designed to achieve the following goals:

- Characterize actual monitored air quality conditions, via in-field measurements conducted by independent environmental agencies and their contractors, in the general vicinity of Sea-Tac International Airport;
- Utilize actual monitored air quality baseline information to improve future Sea-Tac vicinity mitigation measures whenever criteria pollutant modeling forecasts, or as shown by actual measurements, exceed a National Ambient Air Quality Standard (NAAQS), e.g., for CO and/or particulate matter;

- Allow actual monitored air quality baseline information to be incorporated into future environmental reviews for Master Plan Update project elements projected to worsen air quality (listed in Exhibit A) and to enable making commitments to more specific long-term mitigation measures, if necessary;
- Enable agencies to reference actual monitored air quality baseline data for the Sea-Tac Airport vicinity when responding to future questions and information requests from the public;
- Secure funding commitments to complete Sea-Tac CO, NO_x and residue monitoring data collection and analysis within the next 24 months, by July 1, 1998; and
- Determine the scientific justification, if any, for Sea-Tac toxic emissions monitoring and secure appropriate funding commitments by fall, 1997.

The programmatic scope of the proposed air quality monitoring for the Sea-Tac Airport vicinity is contained in Exhibit B, attached to this agreement.

THEREFORE, THE UNDERSIGNED PARTIES AGREE:

1. Additional air monitoring in the vicinity of Seattle-Tacoma International Airport is desirable for purposes of more accurately describing existing air pollutant levels, interpreting modeled results, identifying longer range monitoring requirements, promoting appropriate mitigation measures to protect the NAAQS whenever necessary, and responding to public inquiries related to Sea-Tac vicinity air quality.
2. All parties will participate in the design, conduct and reporting of air quality measurement activities in the Sea-Tac area over the next 24 months according to an approved monitoring plan. It is specifically desired that Ecology, EPA and PSAPCA will provide independent expertise to the air quality monitoring and analysis activity, which can then be incorporated into project-level environmental reviews conducted under SEPA and NEPA by the Port and other initiating agencies. The participation commitments of each agency are enumerated below:
 - Ecology, as overall technical program coordinator, will in consultation with EPA and PSAPCA develop a detailed monitoring and analysis plan and participate in the funding, monitor siting, conduct, and analysis/review of the air measurements. Ecology also will provide a final summary report on monitoring and data analysis activities for agency and public distribution concerning the results of the air measurements and recommendations for future monitoring activities.
 - The EPA will assist with the plan scoping, funding, monitor siting, conduct and analysis and review of the air measurements;
 - PSAPCA will participate in the scoping of the air monitoring plan and analysis, including development of the monitoring framework, establishment of monitoring locations, coordination with transportation agencies, technical assistance regarding collected data, and tracking of regional surface travel growth and associated project-level modeling efforts;
 - The Port of Seattle will assist with funding for monitoring and will participate as an observer in the monitoring plan's design, implementation and outcomes reporting.
3. Ecology (\$35K), EPA (\$30K) and the Port (\$130K) together will provide a total of \$195,000.00 to complete field monitoring data collection and analysis for CO, NO_x and aircraft fuel discharge residue. In addition, other in-kind (non-cash) contributions from PSAPCA and the other signatories to this agreement will be provided.
4. The Port agrees that it will not proceed with Master Plan Update elements which are projected to create future CO exceedences or further worsen projected CO levels until CO field monitoring data collection and analysis is completed and, if necessary, appropriate mitigation commitments are identified. The Port further agrees that new information on actual monitored CO and NO_x levels shall be incorporated into future Master Plan Update-related environmental reviews and

air quality conformity determinations. Construction-related dust prevention and management activities will be directed by the Port in accord with the protocol described in Exhibit C, attached to this agreement.

5. To the maximum extent possible, all new program, plan and project-level air quality analyses conducted in the Sea-Tac Airport vicinity will reference and/or incorporate data obtained from the actual field measurements, once they are available, to help refine modeling approaches and interpret new modeling results and to identify appropriate mitigation measures for identified NAAQS exceedence problems.
6. A decision by Ecology regarding whether a permanent CO monitor (or monitors) should be established near Sea-Tac as part of the permanent CO monitoring network will be made based on the data obtained from the CO saturation sampling. Funding of long-term monitoring for CO will be determined at the time permanent monitoring decisions are made.

This Memorandum of Agreement reflects agreement by the undersigned responsible officials:

Mic Dinsmore
Mic Dinsmore, Executive Director
Port of Seattle

Date

Win Granlund
Win Granlund, Board Chair
Puget Sound Air Pollution Control Agency

10-1-96
Date

Mary Riveland
Mary Riveland, Director
Washington State Department of Ecology

9/27/96
Date

Chuck Clarke
Chuck Clarke, Regional Administrator
US Environmental Protection Agency-Region X

10/4/96
Date

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OCTOBER 10:25 AM

Exhibit A

Seattle-Tacoma International Airport Master Plan Update Improvements

The following airport improvement projects were identified by the Master Plan Update Final Environmental Impact Statement (Final EIS) to be phased in between 1996 and 2020. Based on the air quality analysis presented in the Final EIS, only the terminal and landside improvements planned to occur post 2010 could result in increasing the severity of exceedances of the NAAQS. As a result, before the Port could implement these project, additional analysis and requisite mitigation would be required. These projects were identified based on project purpose and need and are categorized by the four (A through D) purpose and needs. Based on the Final EIS, the following projects would not increase the severity or frequency of exceedances of the NAAQS:

- A. New Parallel Runway and associated operational procedures and taxiways (1996-2000)
- B. Clearing and Grading off each runway end for runway safety area compliance (1996-2000)
- C. Extension of Runway 34R (2011-2015)
- D. Terminal and Landside Improvements

1996-2000

- New Parallel Runway and associated operational procedures and taxiways
- Clearing and Grading the requisite lengths off each runway end for runway safety area compliance
- Improvements to the Main Terminal roadway and recirculation roads
- Development of the Des Moines Creek Technology Campus
- Construction of the new air traffic control tower
- Expansion or redevelopment of the cargo facilities in the north cargo complex
- Development of a new snow equipment storage facility
- Expansion of Concourse A
- Development of on-airport hotel
- Expansion of the main parking garage
- Development of a new parking garage at the Doug Fox lot
- Site preparation at SASA site
- Overhaul and/or replacement of the STS

2001-2005

- Dual taxiway 34L
- Expansion of the Main Terminal to the South
- Improved access and circulation roadway improvements at the Main Terminal
- Additional expansion of the main parking garage
- Expansion of the existing north employee parking
- Further expansion of Concourse A
- Development of a new airport maintenance building
- Continued expansion of the north cargo facilities

2006-2010

- Expansion of the dual taxiways A and B
- Construct first phase parking structure north of SR 518
- Additional Expansion of north employee lot
- Further expansion or redevelopment of north cargo complex
- Upper roadway transit plaza at Main Terminal

Based on the Final EIS, the following terminal and landside projects could increase the severity or frequency of exceedances of the NAAQS. The primary improvement project that would alter surface transportation, and thus air quality, is the North Unit Terminal development and related projects. The North Unit Terminal is slated for construction between 2011 and 2015. However, several items that are related to this project would occur earlier, such as the relocation of the ARFF which is located on the future site of the new terminal. Therefore, to ensure that earlier projects do not prejudice the outcome of the North Unit Terminal, these projects are identified separately.

2006-2010

**Construction of the North Unit Terminal and roadway system, including the main terminal by-pass roadway system
Relocate the ARFF for North Unit Terminal**

2011-2020

Completion and further expansion of the North Unit Terminal, parking & roadways

Development of additional taxiway exits on 16L/34R

Expansion of north parking structure and north employee parking lot

Further development of cargo in SASA

Develop connections to the RTA system at the east side of the garage

Develop cargo/warehouse site north of SR518

EXHIBIT B

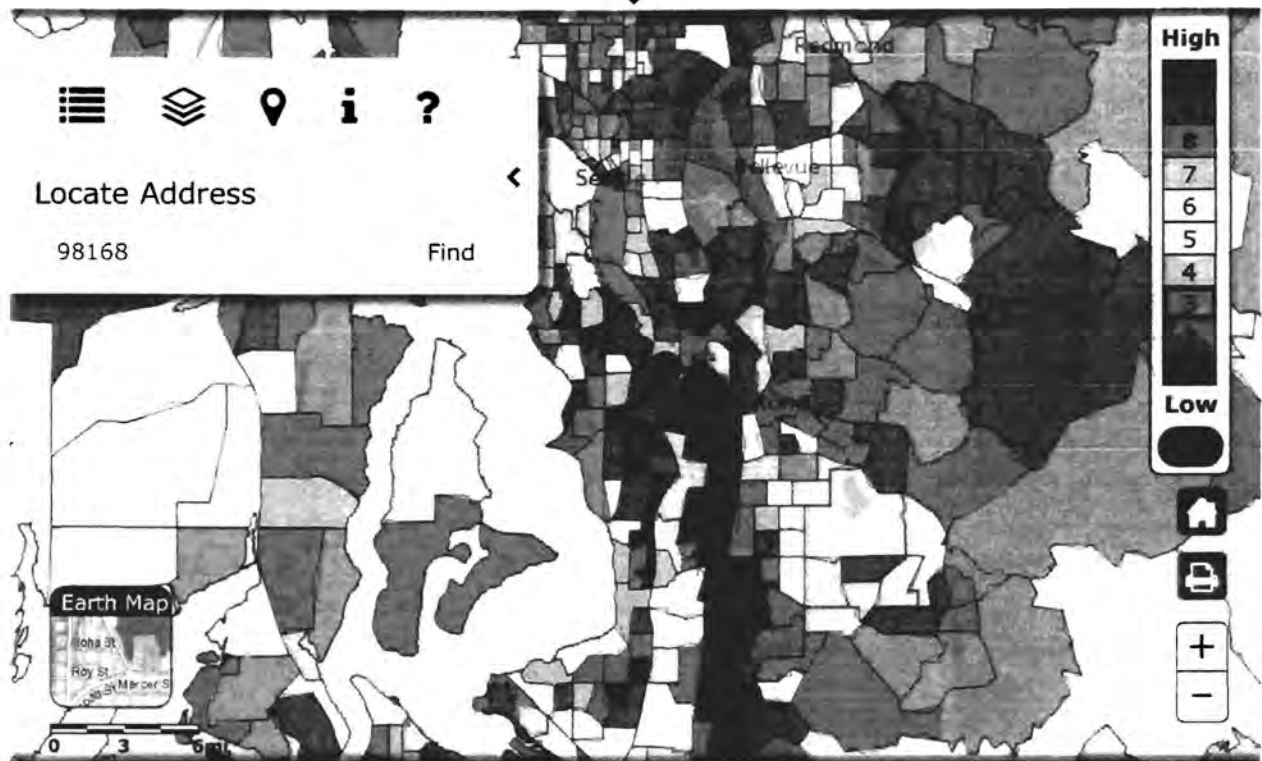
Programmatic Scope of Proposed Air Monitoring Seattle-Tacoma International Airport

The parties agree that the following steps should be undertaken to scope a specific air pollutant monitoring plan to be undertaken in the vicinity of Seattle-Tacoma International Airport:

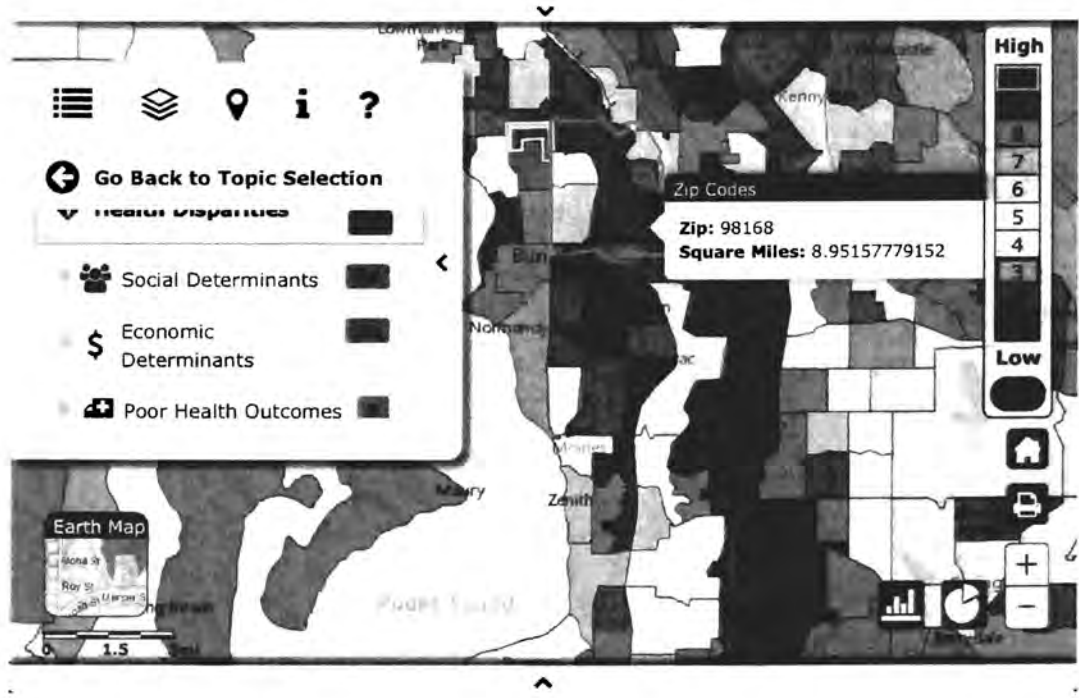
1. Establish the funding and staffing commitment levels available to conduct the air measurements. The air measurement plan should include the following:
 - A. Development of an air monitoring work plan and definition of how the comparison of actual measurements to modeled data will be performed;
 - B. Conduct of air measurements;
 - C. Analysis of measurements;
 - D. Conduct briefings for participating agencies; and
 - E. Prepare a final report which responds to the goals of the effort.
2. The monitoring plan will be tailored such that it can be completed within the allocated funding and staffing levels and will reflect the following objectives:
 - A. To interpret modeled data relative to measured data but not to conduct a model validation study;
 - B. To use the measurements to improve:
 - Future modeling
 - Future monitoring
 - Mitigation of exceedances of the national ambient air quality standards
 - Responds to citizen comments and questions
3. The funding level will dictate the specifics of the air measurement plan. However, the following priorities will be placed on specific air measurements that can be achieved within the allocated resources (in order of highest to lowest priority):
 - A. Carbon Monoxide - measurements at roadway intersections in the airport vicinity;
 - B. Nitrogen Oxides - at ends of runways, near aircraft departure queues;
 - C. Engine Exhaust Residue - under flight paths of aircraft;
 - D. If residue testing indicates that aircraft related emissions are a dominant source of collected residue, the parties will discuss and seek funding for the conduct of a air toxics measurements, which could include canister samples in the flight pattern;
 - E. Fugitive Dust - at construction sites and near haul routes in the vicinity of construction. No funding has been allocated to this pollutant issue. Compliance with fugitive dust standards will rely on PSAPCA's existing regulatory, inspection, and enforcement authority.
4. Upon definition of the allocation of resources by the participating agencies, a working group will be established that includes representation from the participating agencies and the local community to monitor the progress of the air measurements. The Washington Department of Ecology will take the lead in coordinating the meeting schedule and agenda and will serve as the chair of the working group. The working group is being formed for the sole purpose of facilitating public understanding of the air monitoring results. The working group will be disbanded by December 31, 1998 or within 2 months of completion of the air monitoring effort.

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Negative health outcomes from the State Department of Health Washington Tracking Network Map follow the flight path and show high rates for Kent Valley where emissions settle and where flights arriving at both Sea-Tac and Boeing Field overfly below 3,000 feet. Sea-Tac Airport is blue teardrop.



Example of a census tract (yellow highlight) from EPA EJ Screen tool where health disparities and risk is above the 90th percentile



June 2001 State Board of Health recommendation for a thorough air quality analysis as a result of findings of significant cancer and respiratory illnesses in zip codes around Sea-Tac Airport for study years 1992-1995 and 1992-1996 http://sboh.wa.gov/Portals/7/Doc/EJ/EJReport_2001.pdf

“EPA explains that “fair treatment means that no population, due to policy or economic disempowerment, is forced to bear a disproportionate burden of the negative human health or environmental impacts of pollution or other environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, and local and tribal programs and policies” (U.S. Environmental Protection Agency, 1998). Of particular interest to the Committee is the specific claim that disproportionate exposures produce adverse health outcomes that are also borne disproportionately by these populations. It has been well documented in the State of Washington that low-income and minority populations have poorer health status than the overall population and have higher rates of a variety of diseases, including cancer and asthma. Many complex factors interact to produce health disparities among populations. Environmental and occupational exposures, access to medical care, nutrition, behavioral choices, and genetic variability, all contribute and are related. Where one lives and works is often less a matter of choice than the result of socioeconomic status. It is usually the case that people in the lower socioeconomic strata are more likely to live in the most hazardous environments and to work in the most hazardous occupations (Olden, 1998). [page 7]

Community Health Concerns around SeaTac Airport Community members living near the SeaTac Airport identified several concerns related to air pollution from operations at the airport (Washington State Department of Health et al., February and December 1999). These reports can be accessed through <http://www.doh.wa.gov/EHSPHL/Epidemiology/NICE/HTML/nicepubs.htm>. A March 2000 report prepared jointly by DOH, the Washington State Department of Ecology, the Puget Sound Clean Air Agency, Public Health—Seattle and King County and several other agencies and community representatives found that, in the SeaTac Airport area, there are statistically significantly higher rates of the following conditions:

- lung cancer cases within one mile of the airport compared to the rest of King County and to Washington State;
- oral and pharyngeal cancer cases within one mile of the airport compared to Washington State;

- deaths from lung cancer and chronic obstructive pulmonary disease in an area approximately three miles to the west and north and one mile to the east and south of the airport (defined by census tracts) compared to King County; and
- hospital admission for asthma and pneumonia/influenza in an area approximately three miles to the west, north and east and one half mile to the south of the airport (defined by zip codes) compared to King County.

The March 2000 report recommended that an air quality study be conducted around SeaTac Airport. This recommendation was, in part, forwarded because of environmental justice concerns. The report states, “fundamental to the concept of environmental equity is the value that one group of people not incur environmental exposures from commercial activities from which another group benefits. Those who use SeaTac Airport often derive great financial and other benefits from worldwide travel. The extent to which these benefits come at the expense of environmental degradation affecting the people who live around the airport is unknown, since a comprehensive air quality study has not been performed at SeaTac Airport to determine the impacts attributable to airplane emissions and airport-related traffic” (Washington State Department of Health et al., 2000, p. 8). *[pages 14, 15]*



**Final Report
State Board of Health Priority:
Environmental Justice**

June 2001

Committee on Environmental Justice:

Carl Osaki, R.S., M.S.P.H.

Joe Finkbonner, R.Ph., M.H.A.



Urban Pollution Concentration

In the United States, pollution sources are concentrated in major cities, and cities are located in greater numbers in urban industrial areas. The pattern is evident in parts of South Seattle, where many industrial facilities are located, and in other parts of the state. In several of South Seattle's environmentally industrial facilities are located adjacent to residential housing. For example, in the South Park community, more than half of the area's industrial facilities are situated within a one-to-five-mile radius of residential homes (U.S. EPA, 1981). As discussed in the following section of this report, this region has three industrial sites that are located in close proximity with residential areas. The South Seattle community experiences higher mortality rates and decreased life expectancy than overall Seattle averages. There are also higher hospitalization rates for respiratory diseases than in other King County areas (South King County Department of Public Health, 1987). More research on the relationship between exposure and disease is found in the following section, Environmental Issues, a Public Health Issue.

The committee heard from a number of residents and community leaders who expressed concern about the proximity of residential housing to industrial and waste facilities.

Community Health Concerns around Seattle Airport

Committee members being given the Seattle Airport identified several concerns related to air pollution from operations at the airport. Washington State Department of Health, in its February and December 1989. These reports can be accessed through <http://www.doh.wa.gov/EMSAH/epidemiology/epi/11/110101.htm>.

A March 1988 report prepared jointly by EPA, the Washington State Department of Ecology, the Puget Sound Clean Air Agency, Public Health—Seattle and King County, and several other governmental and community organizations found that, in the Seattle Airport area, there are statistically significantly higher rates of the following conditions:

- lung cancer cases within one mile of the airport compared to the rest of King County and to Washington State;
- oral and pharyngeal cancer cases within one mile of the airport compared to Washington State;
- deaths from lung cancer and chronic obstructive pulmonary disease in an area approximately three miles to the west and north and one mile to the east and south of the airport (defined by census tracts) compared to King County, and
- hospital admissions for asthma and pneumonia/bronchitis in an area approximately three miles to the west, north and east and one-half mile to the south of the airport (defined by zip codes) compared to King County.

The March 1988 report recommended that air quality study be conducted around Seattle Airport. This recommendation was to be part of a study of environmental issues. The report states, "Fundamental to the concept of environmental equity is the idea that one group of people not bear environmental burdens from common activities from which another group benefits. Thus, the Seattle Airport area does not benefit and other benefits from residential travel. The extent to which these benefits come to

The Committee heard from a number of residents and community leaders concerned about the proximity of residential housing to industrial and waste facilities.

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the expense of environmental degradation affecting the people who live around the airport is unknown, since a comprehensive air quality study has not been performed at SeaTac Airport to determine the impacts attributable to airplane emissions and airport-related traffic." (Washington State Department of Health et al., 2000, p. 8).

Implementing the Committee's Work Plan

As described above, the Committee used a variety of methods to inform its work on environmental justice. This section describes how the Committee responded to each of the tasks in its work plan.

Raise Consciousness about the Issue

In the process of collecting information and speaking with the relevant players, the Committee was also achieving one of the primary goals of its work plan—to raise awareness about environmental justice issues. The Committee focused its efforts on raising awareness about these issues in government. The Committee participated in a number of community forums, meetings, and events in an effort to achieve this goal.

In addition, the Committee published articles on environmental justice in the EPA Environmental Justice and the Washington Environmental Health Association newsletters. The Committee also presented its work at the Washington Public Health Association meeting in October 2000.

Create a Clearinghouse of Environmental Justice Information Housed on the SBOH Web site

The Committee launched its Web site in July 2000 at www.dsh.wa.gov/soehj (see www.dsh.wa.gov/soehj for a description of the site). This site

serves as one clearinghouse of information on environmental justice. It also links users to a number of relevant other sites. Typical areas on the Web site include:

- What is Environmental Justice?
- History of Environmental Justice
- Literature Review
- Links
- Link to Board's Health Disparities Site

Set Guidelines for Practice in State Government and within the Public Health Community to Encourage That Environmental Justice Principles Be Incorporated into Practice

To encourage state agencies and local health departments to incorporate environmental justice principles into their activities, the Environmental Justice Committee quickly discovered the need to inform agency staff about the relevance of this issue in their work and to collaborate with those already working on this issue.

The Committee convened an Inter-agency Workgroup on Environmental Justice. This workgroup served as another vehicle for education and an opportunity to influence agency practice. The workgroup met twice during the year to discuss issues of mutual concern and interest. In December 2000, the Committee convened an educational forum for interested agency representatives. This forum brought together a number of community and agency experts to discuss opportunities to incorporate environmental justice principles into practice. A videotape of this forum is available through the State Board of Health or through the Department of Health's lending library.

Statistically significant Cancer Cases in communities surrounding Sea-Tac Airport for years 1992-1996

Table 1. Cancer in the Proximity of Sea-Tac International Airport, 1992-1996

	Area 1 - Within 1 Miles of Airport			Area 2 - Within 3 Miles of Airport			Area 3 - Within 5 Miles of Airport		
	Observed	Expected (County Rate)	Expected (State Rate)	Observed	Expected (County Rate)	Expected (State Rate)	Observed	Expected (County Rate)	Expected (State Rate)
All Cancer*	797	783	771	2,794	2,874	2,827	† 5,334	5,473	5,451
Bladder	32	32	33	117	123	127	217	238	234
Brain, All Types	15	11	11	48	39	37	72	79	77
Brain, All Gliomas	15	11	10	48	38	36	72	77	75
Brain, Astrocytomas	1	2	3	7	8	9	12	17	18
Brain, Glioblastomas	7	5	5	*** 28	19	18	37	38	34
Breast	124	142	134	489	510	489	† 889	1,001	987
Cervix	5	7	8	22	23	26	42	48	50
Colorectal	86	90	79	284	306	301	564	589	573
Endometrium	*** 39	22	23	92	82	83	187	158	169
Esophagus	9	8	8	34	28	28	62	58	61
Kidney / Renal	20	17	17	72	69	62	† 130	119	117
Larynx	9	6	7	* 24	23	25	*** 87	48	47
Leukemia, All Types	16	19	18	65	69	67	127	124	123
Leukemia, Acute Myeloid (AML)	3	5	5	19	19	17	49	48	48
Liver	6	6	5	** 27	29	17	** 88	81	78
Lung	*** 172	104	108	486	286	323	† 776	528	558
Lymphoma, Hodgkin's	6	6	5	36	29	17	38	38	38
Lymphoma, non-Hodgkin's	28	32	29	106	129	109	221	229	229
Melanoma	36	46	42	141	162	166	† 272	262	262
Multiple Myeloma	5	8	8	26	31	31	51	48	48
Oral / Pharynx	** 29	29	19	82	76	39	148	127	127
Ovary	16	17	16	69	62	59	122	116	116
Pancreas	18	16	16	39	31	39	102	99	102
Prostate	99	113	119	† 205	429	448	† 712	637	637
Stomach	6	11	11	32	42	40	62	58	58
Testis	6	6	6	16	20	20	32	38	38
Thyroid	9	11	10	32	32	32	† 62	58	58
All Other Cancer Categories	69	66	63	228	296	279	*** 489	487	488

- * Higher than expected using King County rate
- ** Higher than expected using State rate
- *** Higher than expected using both King County and State rates
- † Lower than expected using King County rate
- †† Lower than expected using State Rate
- ††† Lower than expected using both King County and State rates

* The totals of cancers broken into categories are greater than "All Cancer" because some individuals have multiple cancers. The "All Cancer" category counts only the first cancer of individuals with any type of cancer during the study period.

PSCAA made a scoping request for a risk analysis in 1994 for the Third Runway Draft Environmental Impact Statement (EIS) and again asking for the Final EIS to provide a risk analysis that includes all chemicals. This request was from Dennis McClerran who was recently Region X EPA Administrator.

July 28, 1995

Dennis Ossenkop, ANM-611
FAA, Northwest Region, Room 540
1601 Lind Ave SW
Renton, WA 98055-4056

Dear Mr. Ossenkop:

Comments on the Draft EIS for Seattle-Tacoma International Airport

Thank you for the opportunity to comment on the draft Environmental Impact Statement (DEIS) for the Seattle-Tacoma International Airport Master Plan Update. In general, our concerns about the DEIS focus on clarifying the procedures and results, expanding the risk analysis, and requesting commitments to reduce potential impacts. Please consider the following comments:

- **Key Findings.** In the key findings (page IV.9-1), it is stated that the dispersion analysis performed for the airport "area" indicates that exceedances of ambient air quality standards will not occur with or without airport improvements. Then, the roadway intersection analysis (pages IV.9-5 to 9-7) is discussed where exceedances are predicted. Please reword this section for accuracy.
- **Selection of Worst Case Operating Conditions.** On page iii, the maximum operating capacity is considered to be 60 arrivals/departures in one hour. These calculations are for the peak month, average day. We recommend that the screening analysis incorporate worst case operational levels. It would be helpful to graphically demonstrate how the operational data, used in the model, compare to actual operations on a worst case day for both current operations and future scenarios.
- **Expanding the Risk Analysis.** Only three toxic air contaminants were evaluated. Please address all toxic air contaminants for which information is reasonably available. As mentioned in our previous comments, polynuclear aromatic hydrocarbons, in addition to benzene, formaldehyde and 1,3 butadiene, are of particular concern to our Agency. Please use similar methodology to the Chicago study to develop an emission inventory. However, as we stated in our June 16, 1994 letter, the assumptions made in the Chicago report will have to be refined since Midway is a very different type of airport than Sea-Tac. As stated in the Chicago study, significant uncertainties are associated with estimating risk and the

Dennis J. McLennan, Air Pollution Control Officer

Below is the Final EIS response to PSCAA Scoping request for a risk analysis:

The Draft EIS analysis also included a cancer risk assessment. Cancer risk was defined based on population, the concentration for a particular air toxic, and known cancer risk conversion factors. The number of potential cancer cases was based on the probability that an individual would develop cancer when continuously exposed to a pollutant at an ambient concentration of one microgram per cubic meter ($\mu\text{g}/\text{m}^3$) for 70 years (the average lifetime). As indicated in the Draft EIS, less than one cancer case might be attributable to all pollutant sources (roadway and air traffic) at the modeled receptor locations.

However, in consultation with the air quality agencies, it was determined that insufficient information is available to adequately conduct a meaningful risk assessment. Therefore, for the Final EIS, a risk analysis was not conducted.

Environmental Impact analysis should include the following considerations:

- 1) Full disclosure of data used for model input
- 2) Worst case predictions year by year of increases in emissions and noise
- 3) Worst-case predictions year by year of increases in operations
- 4) Airspace constraints, i.e., how many operations can FAA reasonably manage in the airspace
- 5) On the ground congestion, i.e., how many operations can the airport reasonably manage in peak hour/day/month
- 6) Timeline for sunseting Sea-Tac as the only regional airport
- 7) Plans for mitigating potential worst-case predictions of operations/impacts to human health, environment, congestion
- 8) Local roadway capacity and congestion considering 30% increase in cargo
- 9) Who is primarily responsible for the financial impact of construction and operation activities on local, state and interstate road damage
- 10) How will the financial impact of loss on regional worktime and productivity be compensated for by Port of Seattle related traffic congestion

Debi Wagner

1 head, and it scared me to death. But I wish they'd stay
2 where they belong. I've had four windows replaced from the
3 Port, and two more are cracked. I mean, probably two of the
4 ones they replaced.

5 So that's all I have to say. I just wish they'd stay
6 where they belong.

7 MR. CHRISTOPHERSON: Thank you for your time.

8 HEARING OFFICER PHILIPSEN: Thanks to both of
9 you, yeah.

10 I welcome you to give your three minutes of comments,
11 and I will keep time for you.

12 MR. YEREMEYEV: Cool. Thank you.

13 And I'm Aleksandr Yeremeyev, City of SeaTac economic
14 development. My comments, as far as the scope of the
15 environmental impact study, is more on the ground
16 transportation accessibility and logistics; meaning people
17 who are coming to the airport, they come from all over the
18 region, and they use certain means for transportation access
19 points or infrastructure, if you will, highways and freeways
20 and entry points, side streets, and other ways of getting to
21 the airport. And so the impact study should include a broad
22 geographic area because of the transportation coming in and
23 then going out again.

24 The main concern with that being the gridlock that
25 could potentially be a result of the increased growth, and

SZ-2

S6-2/3

1 where there's demand from the outside, whatever the cause of
2 it, the results will definitely include more vehicle
3 traffic, whether it's trucks, cargo, passenger,
4 single-family -- or single-occupancy vehicles or whatnot
5 that are coming into the area.

6 So assessing the environmental impacts on that, and the
7 "environment" being broadly defined as anything that moves
8 and that doesn't, and then to make sure that we can
9 accommodate for that plan so that -- we only have one chance
10 to get it right because you can't fix it later. So "broad"
11 being defined as, say, from, at a minimum, downtown and I-90
12 to 405, Bellevue, and then down into 167, Highway 167,
13 Highway 18, because of the east -- east-west traffic. So
14 anything that comes over I-90 or over 18 and then up I-5 and
15 into SeaTac, and then also the other way out as well as --
16 so if I were to, say, north being probably Everett,
17 Lynnwood, and then as far out as Issaquah, Bellevue,
18 Sammamish, and then down North Bend through like Black
19 Diamond, along 18 and Auburn and the whole Federal Way area.
20 I don't think people are coming across the water yet, but
21 they may soon do that too. I hope that -- and then
22 progressively closer to the airport as well, and how that
23 can be accommodated, because whatever happens on the airport
24 property or outside of there, it all has to filter back in,
25 and it likely will be in city streets, City of SeaTac

1 streets or City of Des Moines streets, City of Tukwila
2 streets, City of Seattle streets.

3 And those things will happen, and if not planned for it
4 will happen the way it happened without our ability to make
5 an impact or preplan for it or mitigate it.

6 Thank you so much.

7 HEARING OFFICER PHILIPSEN: I welcome you to
8 make your three minutes of comments and I'll be timing you.

9 MR. PALOSAARI: All right. So we have these
10 tomatoes from our garden that's right over here. This is
11 part of my comment in terms of -- recently they've found
12 thorium in tomatoes that are grown in this area. I don't
13 know if you know much about thorium, but it's nasty stuff.
14 And kind of my question of the evening is, should I be
15 eating these tomatoes? And I'll answer it to a certain
16 degree: If it's just one tomato, it's probably not going to
17 hurt. But if it's a lot of tomatoes, maybe that would
18 become more toxic.

19 The reason thorium is an important piece is because a
20 lot of the chemicals that we find in our environment around
21 here can also be attributed to other things besides jets.
22 And so through the years, the Port of Seattle has said,
23 "Well, you know, yes, we see that there's problems, but this
24 could be because of the diesel and the cars living next to
25 I-5, 509." You know, there's all these reasons to say it's

COMMENT FORM

SAMP NTP ENVIRONMENTAL REVIEW NEPA EA AND SEPA EIS – PUBLIC SCOPING MEETINGS SEATTLE-TACOMA INTERNATIONAL AIRPORT

Welcome to the Scoping Meeting for the NEPA EA and SEPA EIS for the Near-Term Projects at Seattle-Tacoma International Airport. Scoping is the process for determining the scope of issues that will be addressed in the environmental review document and identify concerns regarding potential environmental effects of the Near-Term Projects. Please use this form to submit written comments regarding the scope of the environmental review, attaching additional pages if necessary. Either return the form to the comment table here at the meeting, or mail to the address below. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

Comments must be received by September 28, 2018.

N3-1
N2-1
N6-4
As our taxes continue to rise in parallel with the increase of flights. The noise and pollution increase which in turn impacts our property negatively. What mechanism is available to get tax relief as the increased flights impact our property values?

Submit comments to:

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168
SAMP@portseattle.org

FROM (Please Print):

Name: PHIL JOHANN

Address: 1300 So 250th St.

Des Moines, WA 98148

From: Rusty Zainouline
To: [SAMP Public Comments](#)
Subject: SAMP: find a 2nd site
Date: Thursday, September 27, 2018 3:32:50 PM

52-1
This is to register my concerns with plans for Seatac Expansion.
I believe the very idea of expanding in current location is a misguided and finding and building out a second regional facility is a much better way to proceed given the multitude of negative impacts on affected population and infrastructure constrains.

Thank you for consideration
Rusty Zainouline
Kent WA

Complete Set of Transcripts

PUBLIC SCOPING MEETING - PORT OF SEATTLE
SUSTAINABLE AIRPORT MASTER PLAN NEAR-TERM PROJECTS

5:30 p.m.
Monday, September 10, 2018
2400 South 240th Street, Building 8
Des Moines, Washington

BRANDICE L. PIVAR, CCR
NORTHWEST COURT REPORTERS
1415 Second Avenue, Suite 1107
Seattle, Washington 98101
(206) 623-6136
www.northwestcourtreporters.com

1 (Public meeting commenced at 5:33 p.m.)

2 HEARING OFFICER PHILIPSEN: Good evening. My
3 name is Gerry Philipsen, and I'll serve as the hearing
4 officer for today's public scoping meeting for the Port of
5 Seattle's environmental review of the Sustainable Airport
6 Master Plan's Near-Term Projects at Seattle-Tacoma
7 International Airport. The date is Monday, September 10,
8 2018, and the time is 5:33 p.m.

9 Scoping is the process for determining the scope of
10 issues that will be addressed in the environmental review
11 document and identify concerns regarding potential
12 environmental effects of the Near-Term Projects. The
13 purpose of this scoping meeting is to give all interested
14 people the opportunity to put their comments and questions
15 regarding the scope of the environmental review on the
16 record. People wanting to have their comments taken by the
17 court reporter must register up here at this sign-in table.

18 Have you registered? Did you register over there?

19 MR. BEEMAN: Well, I registered when I came in.

20 HEARING OFFICER PHILIPSEN: Oh, we need you to
21 register over there. Okay? Would you please do that now?
22 Okay? I should've had you do that at the beginning.

23 MR. BEEMAN: "Over there" is where?

24 HEARING OFFICER PHILIPSEN: Oh, right over
25 there at that table. That's our table. Sorry to make

1 you -- okay. I'm going to give you -- I'm supposed to give
2 you kind of an oral orientation here.

3 My name is Gerry Philipsen, and I'm the hearing officer
4 for tonight's scoping meeting for the Port of Seattle's
5 environmental review of the Sustainable Airport Master
6 Plan's Near-Term Projects at Seattle-Tacoma International
7 Airport. The date is Monday, September -- oh, have you
8 signed up yet?

9 MR. WEIR: Yes, sir.

10 HEARING OFFICER PHILIPSEN: Okay. Thank you.

11 The date is Monday, September 10, 2018, and the time is
12 5:34 p.m. And I'm just going to repeat, I'm sorry, just a
13 little bit here.

14 MR. BEEMAN: That's fine.

15 HEARING OFFICER PHILIPSEN: Scoping is the
16 process for determining the scope of issues that will be
17 addressed in the environmental review document and identify
18 concerns regarding potential environmental effects of the
19 Near-Term Projects.

20 The purpose of this scoping meeting is to give all
21 interested people the opportunity to put their comments and
22 questions regarding the scope of the environmental review on
23 the record. People wanting to have their comments taken by
24 the court reporter must register up here at this sign-in
25 table. You may have signed in at the entrance of the

1 meeting, but again, in order to speak with the court
2 reporter, you will need to sign up at this table.

3 Please be courteous and respect the rights of all
4 commenters. To help with that, we will adhere to the
5 following procedures:

6 Each commenter will be allotted three minutes with the
7 court reporter. People desiring more time may register to
8 speak again with the court reporter. You will be given
9 another opportunity to speak after all other registered
10 commenters have had their chance. You may not donate your
11 three minutes or offer your spot in line to someone else.
12 If you need significantly more time than three minutes,
13 please consider one of the other commenting options: A, we
14 have comment forms that you can complete now and turn in or
15 take home and submit via mail; B, you can email comments to
16 samp@portseattle.org; C, you may submit comments through the
17 project website, www.sampntpenvironmentalreview.org.

18 MR. BEEMAN: What does that stand for?

19 MR. WEIR: Sustainable Airport Master Plan.

20 HEARING OFFICER PHILIPSEN: Note that all
21 comments, no matter how they are submitted, are treated
22 equally. Most important, though, is that all comments must
23 be postmarked by September 28, 2018.

24 With that, I am officially opening the oral comment
25 portion of the scoping meeting. The first name on the list

1 is?

2 MR. BEEMAN: Paul.

3 HEARING OFFICER PHILIPSEN: Followed by?

4 MR. WEIR: Keith Weir.

5 HEARING OFFICER PHILIPSEN: Keith Weir. Thank
6 you.

7 So, Paul, you may begin. You have three minutes. Just
8 a second, I'm just going to tell these other people the
9 process.

10 MR. BEEMAN: You want me to wait for you?

11 HEARING OFFICER PHILIPSEN: It'll just be a few
12 seconds, yeah.

13 Okay. You have the floor.

14 MR. BEEMAN: Okay. I am a minister and
15 resident of Wesley Homes for 19 years, and have witnessed
16 the flyover of the planes for that period of time.

17 As I remember, the original flight pattern was a
18 stepdown; it would fly straight, drop, fly straight, drop,
19 fly straight, drop. It's now been substituted by one
20 straight-long glide path. We were misinformed, to put it
21 politely -- the term is usually "lied to" -- by the Port,
22 saying that the third runway would be used only in case of
23 emergency or very heavy traffic. We find now that it's used
24 primarily, and by my count, through much of the morning and
25 evening. The planes come in every 90 seconds, either to

N3-4
N5-2

1 take off or to land. They come in directly over Wesley
2 Homes, which is a retirement community of about 500 people.
3 And it happens that as the plane comes down 11th Street, it
4 then goes directly across our Wesley Homes -- what do we
5 call it? -- health center, which is a nursing facility; it's
6 where the most serious cases are.

7 We have a resident who was part of the design team on
8 the last five Boeing planes. He knows the field well. He
9 says that the planes are coming in at an average of about
10 95 feet above the hospital unit. So we're getting pretty
11 heavy pollution of, well, all of the pollutants -- I don't
12 need to name them, but all of the pollutants that are a part
13 of the landing pattern. We were told that the planes would
14 come in much higher than that, and that there would not be
15 that much pollution, either noise or particularly of the
16 various --

17 HEARING OFFICER PHILIPSEN: You have ten
18 seconds left.

19 MR. BEEMAN: -- the various chemical pollutions
20 in the air. We feel that the glide pattern should be
21 returned to a previous type or brought in at a much higher
22 level to protect the health of our retired people.

23 HEARING OFFICER PHILIPSEN: Thank you.

24 MR. BEEMAN: Now, is that all I need to do
25 here?

NS-1

1 HEARING OFFICER PHILIPSEN: That's all you need
2 to do here.

3 MR. BEEMAN: I mean, in the whole thing. I
4 thought there was going to be a meeting. We were
5 misinformed.

6 HEARING OFFICER PHILIPSEN: Well, you might say
7 it is a meeting, but this is one part of it, where we take
8 your comments and record them. But there are exhibits in
9 there with people to answer questions and --

10 MR. BEEMAN: I understand.

11 HEARING OFFICER PHILIPSEN: Mr. Weir?

12 MR. WEIR: Yes.

13 HEARING OFFICER PHILIPSEN: You have three
14 minutes.

15 MR. WEIR: I'm Keith Weir. I live at 21034
16 Second Avenue South in Des Moines on the north hill; new
17 resident there. Formerly lived in Gregory Heights in Burien
18 for 22 years. Just a little concerned when we initially
19 moved in. I'm not one of these -- I live by an airport, but
20 with the introduction of the third runway and the increase
21 in flight patterns and the frequency of flights as we live
22 there got progressively louder and noisier. And we did move
23 to Des Moines, I understand. I'm up on the north hill and
24 we have a view and it's beautiful and wonderful, but with
25 the increased flights and everything, comes increased air

NS-2

1 pollution; audio, you know, noise. And I just have some
2 concerns about the water quality for the creek flowing out
3 into the Sound with an increased capacity of flights and
4 what will be done with fuel-management runoff, things like
5 that. I know Miller Creek has been impacted greatly by the
6 runoff from the runway over the years.

7 So that's my environmental -- with a little bit of
8 concern on that. And I do have three children I'm raising,
9 as well, so their little lungs, and my neighbors', as well.

10 On another front, in the long-term on these projects,
11 looking in there, there's quite a long list of work that
12 looks like it needs to be done to upgrade the airport and
13 get it ready for this increased capacity. At the Burien
14 City Council meeting, somebody did their math and said that
15 it looked like an increase of about 465 flights a day over
16 what is currently flying. All that capacity and demand
17 needs to be met somehow; that equates to construction
18 projects.

19 I am an electrician, and I would prefer that the Port
20 look at implementing a master community workforce agreement
21 to cover all of these projects under one envelope so
22 opportunities are made available for residents of the
23 community to either get into an apprenticeship or get into a
24 pre-apprenticeship and be able to be made ready to become an
25 applicant for a living-wage career in the construction

1 field. We work with the skills center and Highline Public
2 Schools and other school districts to make sure that
3 children have an option other than college which actually
4 provides them a pathway to a living-wage career. So we've
5 got kids that can -- that may not be on the college path
6 that can, in five years, go from earning zero to earning
7 \$80,000-plus a year with benefits for their families without
8 college debt and the burden of that.

9 So with that, I would just strongly encourage the Port
10 commissioners to look at these upcoming projects and be
11 smart about their allocation and make sure that we have an
12 overarching agreement that makes it a level playing field
13 for all and provides opportunity and pathways.

14 HEARING OFFICER PHILIPSEN: Thank you, Mr.
15 Weir.

16 Okay. Ms. Oliver, you have three minutes.

17 MS. OLIVER: Thank you.

18 I have lived here for almost 16 years. These last nine
19 months have been life in hell because of the environmental
20 effects of the airplanes going over my house. I sometimes
21 have them every 20 seconds. It's so noisy, you can't
22 hear -- you can't hear another person talking; you can't
23 hear yourself think; you can't sleep. You close all the
24 windows; it doesn't matter.

25 So you get no rest; you get no time to focus on

1 thinking; you don't get to enjoy the environment. I have
2 two-thirds of an acre. The last thing I want to do is be
3 outside enjoying my yard, which I've enjoyed for 15 years.
4 Even being near the airport, I've coped with it, but the
5 change that has happened has been dramatically awful; it's
6 like living in hell.

7 I'm going to have to speak personally because I know
8 there's great environmental issues for everybody, but
9 personally, I've never had respiratory problems in my life.
10 I've always been healthy. I have respiratory problems now.
11 I've had ear infections. I've had pus coming out of my ears
12 since these changes.

13 My phone, I can't talk to anybody on the telephone at
14 my house. I'm disconnected every two seconds. Every time a
15 plane comes over my house, my phone disconnects; it's
16 terribly unsafe. If I had a business, I'd never be able to
17 conduct business.

18 I would have to say my mental health is suffering
19 major. And I'm so upset, you can hear my voice shaking
20 because that's how upsetting it's been. I have been angry a
21 lot because my life is disrupted constantly with noise.
22 I've been so depressed at times because there's no way out
23 of this. I've had my house up for sale for three months,
24 nobody comes to even look at it. Another beautiful house
25 with two-thirds an acre, nobody even comes. Property values

N3-1

N5-1

N10-5

N4-1

N6-1

1 in other places great; here, zero. A major investment that
2 I'm suffering from, as well. Is that environmental? I
3 think so. And I've got Port windows; it means nothing.

4 And I guess I don't know how close I am to three
5 minutes, but every other day I'm trying to clean to keep my
6 house clean for showing, and there's always filthy grime
7 every day that I'm cleaning up from the oil in the air that
8 we're breathing, the particles inside. It's the worst, the
9 worst. And the only way it's going to be better is if the
10 airport buys us all out. I can't think of anything that
11 will work because there's nothing that I can do to counter
12 the noise.

13 I'm done. Thank you for listening. But I'm on the
14 verge of a nervous breakdown because of it.

15 HEARING OFFICER PHILIPSEN: Thank you for your
16 comments.

17 Sir?

18 MR. ELLIOTT: Are you ready for me?

19 HEARING OFFICER PHILIPSEN: Yes.

20 MR. ELLIOTT: My name is David Elliott, and I
21 live west of the runway, slightly. And again, I've lived
22 here for almost 13 years now, and likewise, it was -- it
23 was -- I knew I was living near an airport, but it wasn't
24 bad. It would entertain my in-laws; they'd go out on the
25 front porch, and they'd count the approaching aircraft. But

1 it was somewhat quiet.

2 It has gotten -- the use of Runway 3, from what I was
3 told -- I wasn't here when they initially put in Runway 3 --
4 that it was only going to be used for maintenance, when they
5 were doing on maintenance on 1 and 2. Number 3 is used all
6 the time. And there are alternatives that the Port can
7 think about. I mean, I know we're going to use Runway 3.
8 How about using it with some of the newer airplanes? I work
9 for Boeing, so the 737 Maxes, the Airbus Neos, the 787
10 Dreamliners; much quieter airplanes, much more environmental
11 friendly. Maybe we restrict Runway 3 to those kinds of
12 airplanes that wouldn't bother the residents in the area so
13 much.

SZ-5

14 I mean, we have options. And from what I've gathered
15 in the time that I've been hearing about all these -- about
16 people/groups complaining about it, it doesn't seem like the
17 Port is listening to anybody. And I hope that the Port
18 authorities remember that they're elected officials. If
19 this is going to keep going and getting worse, we're going
20 to find new elected officials for the Port.

N3-9

21 I don't think I have it maybe as hard as you, but I
22 can't go into my backyard anymore without noise. You cannot
23 have a normal-level conversation in the front yard or
24 backyard. In the house, I'm a little bit better off, but
25 again, you go outside, you can't have conversations. It's

N3-3

N3-3

1 gotten worse and worse over the past -- less than a year.

2 It's just gotten bad. We need help.

3 I think that's really all I have to say. Thank you.

4 HEARING OFFICER PHILIPSEN: And the name on the
5 list is?

6 MS. ALDRICH: Jill Aldrich.

7 HEARING OFFICER PHILIPSEN: Jill Aldrich.

8 Thank you. Now you have three minutes.

9 MS. ALDRICH: My name is Jill Aldrich, a
10 property owner, along with my husband, for over 50 years.
11 We have a concern about the newest building site on 24th
12 Avenue South, not far from the federal detention center.

13 About a month and a half ago, my husband and I walked
14 on the Des Moines Creek Trail for about ten minutes and
15 noticed a sign that said "Critical Area" that was placed
16 there by King County. Looking past that sign, over the
17 stream and past not many trees, was some bulldozed dirt
18 going up to a building site.

19 As the building site has progressed, we have been
20 watching to see what the process has been to protect the
21 stream that is critically close to two dirt hills
22 precipitously close to that endangered stream.

23 So that's it.

24 HEARING OFFICER PHILIPSEN: Thank you.

25 MS. ALDRICH: Thank you very much.

N8-2

1 HEARING OFFICER PHILIPSEN: And your name is?

2 MS. CAPERSON: Becky Caperson.

3 HEARING OFFICER PHILIPSEN: Thank you. Please
4 proceed. You have three minutes.

5 MS. CAPERSON: I'm going to talk about the fact
6 that I live under the third runway. But I have been in this
7 area most of my life. I have taught school for 31 years in
8 Highline. And what I want to see happen is that we are
9 treated fairly. Why don't 50 percent of our airplanes go to
10 Paine Field? And why don't all the transport planes go to
11 Moses Lake and then have them sent over by truck, that way
12 we can share this wonderful thing called "noise" with
13 another part of the country?

14 It has just grown and grown here. It upsets our
15 school; it upsets the people where we live. It's both the
16 noise, but then we also found out through studies that we
17 get little gas particles that come straight down. They
18 don't spread out like an umbrella; they come straight down
19 into our houses. So when a plane takes off, we have to go
20 inside real fast. We don't want any of those gas particles
21 dropping down on us.

22 So just to be fair, we need 5 percent of the planes to
23 go north, even though the people up there object to that.

24 Thank you for listening to me.

25 HEARING OFFICER PHILIPSEN: Thank you for

S2-1

N3-1

N2-1

1 speaking.

2 And your name is?

3 MS. MARKKANEN: Marianne, M A R I A N N E,
4 Markkanen, M A R K K A N E N.

5 HEARING OFFICER PHILIPSEN: And can you give us
6 an address, please?

7 MS. MARKKANEN: 20613-12th Avenue South in
8 SeaTac 98198.

9 HEARING OFFICER PHILIPSEN: And an email
10 address?

11 MS. MARKKANEN: M, and my last,
12 markkanen@comcast.net.

13 HEARING OFFICER PHILIPSEN: Thank you.

14 So now you have three minutes. I'll time you.

15 MS. MARKKANEN: I'm making a statement because
16 I live underneath the third runway. When I bought the house
17 in 1999, I had never lived that close to the airport before.
18 No Realtor told me about the third runway.

19 Fast-forward, the third runway is built right over my
20 roof. We were told by the Port that it was going to be only
21 for overflow. Now between eight and eleven -- at times, the
22 planes fly over one a minute. How they can come that fast,
23 I don't know. But the roar of the planes creates a cloud of
24 pollutants, so when you step outside of my house, you smell
25 jet fuel fumes. The berries in the area don't grow. I have

NS-1
NZ-1

1 to have my house washed off every year; I have plastic
2 siding. It's because of the amount of stuff coming out from
3 the sky from the planes.

4 I'm worried about my health. I don't see any studies
5 being published about the effect of the airport and the
6 increase on my health. And I feel that the community has
7 been consistently lied to. And there's no trust, very
8 little, between the people and the Port of Seattle.

9 We need another airport; we need another runway to
10 accommodate all of the changes that -- of the increase in
11 the volume of the planes. But basically, I live daily with
12 the roar of airplanes over my head, which affects my
13 television reception, cell phone, computer reception.

14 So that's why I'm here.

15 HEARING OFFICER PHILIPSEN: Are you finished?

16 MS. MARKKANEN: Yes.

17 HEARING OFFICER PHILIPSEN: You're under time.

18 Thank you very much.

19 MS. MARKKANEN: You're welcome. Thanks for
20 being here.

21 HEARING OFFICER PHILIPSEN: It's a pleasure.

22 MR. THOMPSON: Hi. There's about three things
23 that really -- two or three things that really concern me.

24 One is, we have an ultrafine particle study being done at
25 the University of Washington. That is due to be completed

NZ-1
SZ-1/N10-5/N10-7
C11-3

1 | sometime early next year. Until that is completed, it is
2 | completely contrary and contradictory and not in the public
3 | interest to conclude SEPA, EIS, NEPA studies by September
4 | 28th. You cannot make a rational decision until you have
5 | the data you need from the ultrafine particles study, in my
6 | opinion.

7 | Secondly, we know that the airport, from previous
8 | studies done by the UW Public Health Department, indicate
9 | that if you live near the airport, you will die six years
10 | younger than the other persons. And that was considering
11 | factors and the variables included in that. We know that if
12 | you live in Des Moines or Burien you live in the 100th
13 | percentile of increased risk of cancer, respiratory disease,
14 | dermatological conditions, and other things.

15 | There is a serious health component and environment
16 | component here that is not even being addressed. They are
17 | only talking about noise. Noise is the canary in the coal
18 | mine. The rule issue is pollution and increasing cancer and
19 | death rates as a result of excessive jet pollution.

20 | So from my perspective, any discussion of that, of the
21 | September 28th deadline, should be accounted for. We need
22 | an extension of that. And the Port of Seattle has already
23 | told the mayor of Federal Way that it will not be extended.
24 | To my mind, that is just not only ludicrous; it borders on
25 | the criminal.

Q1-01N

1 The last thing I would like to get in my three minutes
2 is that there is only one solution to airport pollution, and
3 that is Hyperloop. Hyperloop is the technology which is not
4 science fiction; it is happening now. The first contract
5 has been signed for these transportation systems to be
6 built. There's one in California -- there's three in
7 California; one of them is run by Elon Musk, another one by
8 Richard Branson, and a third by another corporation. They
9 have signed contracts over the first Hyperloop technology
10 transport system in Abu Dhabi, Dubai, in the Middle East
11 within three years to be operational.

12 As you know, Hyperloop technology is able to carry
13 roll-on cargo containers straight off the ships as well as
14 people. It goes at over 700 miles an hour. There is no
15 problem with pollution; there is no problem with noise, and
16 it is the only solution that will answer our problems here.

17 For any other further questions, be sure to ask Ernest
18 Thompson at 625 Southwest 189th Street, Normandy Park, your
19 friend, anytime.

20 HEARING OFFICER PHILIPSEN: That is your
21 address?

22 MR. THOMPSON: Yes, that is my address.

23 HEARING OFFICER PHILIPSEN: Do you have an
24 email address?

25 MR. THOMPSON: Yes, I do. My email is

1 ecoe69@hotmail.com.

2 HEARING OFFICER PHILIPSEN: Say your name
3 again, please.

4 MS. GRIFFEE: Kaylynn Griffee.

5 HEARING OFFICER PHILIPSEN: Kaylynn Griffee.
6 Thank you. You have three minutes, and I'll be timing you.

7 MS. GRIFFEE: Okay. So is it just questions,
8 or I can --

9 HEARING OFFICER PHILIPSEN: No, it's questions
10 or comments. You can do both, as you wish.

11 MS. GRIFFEE: My feeling is this is being done
12 without accommodations for more runways in the future. I
13 feel like -- that it's all going to be done and then all of
14 a sudden, they're going to go, "Oops. I think we need more
15 runways," as the third runway was presented to us, which, at
16 the time presented, we were sold as a cargo-only runway.
17 Now it's become a passenger runway, then -- it's now being
18 used for a plane -- there are planes that land every
19 30 seconds on that third runway, and lots of them are being
20 sent over my house, jets.

21 When I have -- I have been taking note of the planes
22 that are coming over my house, documenting the time, calling
23 it in on the noise report and asking that a written
24 statement be sent to me, usually I'm told that it's FAA's
25 discretion to send the jet over my house.

S11-1

N5-2

N3-1

N3-1
1 I live in Normandy Park; it is not considered a
2 commercial runway area, but when I called about the prop
3 planes, the Bombardiers, I was told that those are fine and
4 legal because they are prop planes. But when you buy an
5 airline ticket, they are sold as turbo prop jets, and they
6 carry 76 people. I don't consider a prop plane with 76
7 people, but I probably have five to six cross over my house
8 every day. They're really noisy; they're very low. They're
9 also sent that way so that the other jets don't run them
10 over taking off on the third runway because they're a little
11 bit slower.

N3-7
12 And I wanted to know why the Port used to provide
13 houses with insulation, heavy-duty-insulation roofing,
14 triple-pane windows for the noise. That's before the third
15 runway was even built. And now they're doing nothing for
16 the houses. The noise is awful. In the morning you cannot
17 open the windows any time. You can't open the windows
18 because of the noise of the jets starting their engines up
19 and taking off. And I really think they need to reconsider
20 double insulating our ceilings; I think they need to
21 consider the triple-pane windows, and they need to consider
22 air conditioning so that we can breathe in the house without
23 the windows open because you cannot listen to all the jets
24 all day.

25 HEARING OFFICER PHILIPSEN: You have 30

1 seconds.

2 MS. GRIFFEE: Then I can apply again?

3 HEARING OFFICER PHILIPSEN: Yes, you can.

4 MS. GRIFFEE: Also, I'm very curious how come
5 Des Moines has building codes for building houses that are
6 all -- are remodeling that all are compatible with the
7 airport only. I was told they need double plywood, double
8 roofing, triple-pane windows. I mean, some try to add
9 windows and you -- double-pane and they were upset. And so
10 I'm wondering how this was -- came about. How can
11 Des Moines dictate the way you build a house and it has to
12 be compatible for the airport? Who paid for this?

13 And last summer before they were using the third
14 runway, I did not have 737s flying over my house. Now I
15 have 737s, they just clear my tree, clear the deck; they put
16 soot all over my lawn furniture, all over the deck. And
17 they always put soot all over my boat that's in Des Moines
18 under cover. It's black with airplane dust.

19 I'm there, so shall I apply again?

20 HEARING OFFICER PHILIPSEN: Just continue.

21 Yeah, I think you probably need about another minute.

22 MS. GRIFFEE: So then, I had -- my other issue
23 that's a very severe safety one is the air quality in our
24 area. I have asthma, and it is -- I'm impacted by the
25 airport when there's inversions, and we get all of the fuel,

81-01N

1-5N

1-5N

1 jet fuel in it. And I was told that -- by somebody I talked
 2 to long ago, I was told that that was -- the reason it
 3 smells is it's benzene. Benzene is extremely carcinogenic.
 4 Four of my neighbors, nearby neighbors, have passed away
 5 from brain cancer. There has been studies, but I haven't
 6 heard anything. We've heard nothing more about the studies
 7 of cancer relationship to the air quality. And when I
 8 called about the clean air commission, they said they have a
 9 commission, but it -- this was long ago, one person from
 10 each county. Whatcom County could care less about the
 11 airport soot in Normandy Park or Des Moines.

N4-1 / N4-3

12 And so I feel like King County gets one count on the
 13 air-quality vote versus -- plus, you've got all the other
 14 outgoing counties. So I think that we're not really being
 15 treated fairly as far as the quality of our air, which is
 16 decreasing and bad. And so I do want to know about a cancer
 17 study, what cancer studies have they come up with.

S6-5

18 Then the last thing that I have that concerns me is
 19 nobody has taken into consideration the area of east-west
 20 traffic crossing that is taken out of us that live in this
 21 area to get to the freeways and get to Seattle because the
 22 airport takes up -- I don't know how many miles long, but
 23 188th is a zoo. There's only two entrances to I-5: one at
 24 the north end and one at the south end. So there should be
 25 freeways built for us to get access to the freeways and to

56-6
1 509 and to I-5 instead of waiting for ten traffic lights to
2 cross, and that is not even a thought in their mind.

3 So anyhow, I would like to have those questions
4 answered, if somebody could address some of those.

5 HEARING OFFICER PHILIPSEN: And I don't know
6 what the process is in terms of whether you will actually
7 get an answer. But there is a systematic process for
8 noting, you know, those questions.

9 MS. GRIFFEE: I appreciate it.

10 HEARING OFFICER PHILIPSEN: And that's all I
11 can tell you.

12 MS. GRIFFEE: Thank you. I really appreciate
13 it, because I feel like you write -- and, you know, I've
14 been a teacher a million years. I have to read everything,
15 even my email. But I really appreciate it. I took a lot of
16 time to think of everything.

17 HEARING OFFICER PHILIPSEN: It's obvious that
18 you have. And you had a lot of very detailed and important
19 comments.

20 MS. GRIFFEE: I missed a big fact. Can I
21 reapply?

22 HEARING OFFICER PHILIPSEN: Yes. Yes. You can
23 reapply. I'll give you one minute.

24 MS. GRIFFEE: Then the other thing is if
25 they're telling us they're not going to build new runways,

52-1
1 which is what we are being told at this time, I think that
2 the cargo planes need to leave the area. I mean, they
3 really need to use the facilities, which they're building
4 and ramping up for, and it is international big time, that
5 the cargo planes need to go somewhere else for safety of
6 passengers and safety on the ground. I mean, if they're
7 sending planes over my way because it's a safety issue from
8 FAA, well, then get all the cargo planes out, put them in a
9 different location, and proceed with the airport. I mean,
10 things are growing. They will grow. But the cargo planes
11 are also growing. You go to Alaska, and where are they
12 going to have the space to park them all?

13 So that's a big consideration, I think, is -- that was
14 a big one.

15 HEARING OFFICER PHILIPSEN: Well, good. I
16 think it's good you added that. Thank you.

17 Now it is time for you to give your oral comments. You
18 have three minutes, and I'll be keeping time.

19 MR. EDMISTON: Now, can I ask you a question,
20 before we start the comments, about your instructions?

21 HEARING OFFICER PHILIPSEN: Yes.

22 MR. EDMISTON: Are these exclusive processes?
23 Can I give oral testimony and also submit written comments?

24 HEARING OFFICER PHILIPSEN: Yeah. They're not
25 exclusive.

1 MR. EDMISTON: Thank you.

2 HEARING OFFICER PHILIPSEN: No. You may do all
3 the -- all of the above.

4 MR. EDMISTON: Very good.

5 So my name is Steve Edmiston. I want to start off with
6 some comment about the proces tonight. These are my own
7 comments, but they're also comments I have heard from many
8 that attended the event tonight.

9 The first is a source of frustration in the community
10 that we asked, and specifically the City of Des Moines
11 asked, for a public town-hall style of engagement on this
12 process by letters between the City of Des Moines and the
13 Port of Seattle; that request has been denied, and a
14 substitute engagement, this event tonight, was inserted,
15 which is a room full of storyboards and individuals either
16 employed by the Port or by the Port's consultant. And that
17 is a source of frustration because the community has not
18 been afforded the same style of participation that
19 communities east, west, and north of the airport have been
20 afforded. The planning period was not provided to
21 Des Moines so -- or Federal Way or Normandy Park or Tukwila
22 or Burien. Oh, no, Burien got one. So that's a source of
23 frustration.

24 Second is timing. This is our first participation
25 under the SAMP, and we are 11 days before the close of --

S/2-8

512-8
1 two weeks before the cutoff on the 28th. The window's been
2 running for 60 days, but today was the day we were provided
3 subject-matter experts, allegedly, to ask questions about.
4 And so we really only have two weeks, which seems very
5 inadequate. The City of Federal Way asked for an extension,
6 and that's been denied. So it feels like there's no
7 meaningful engagement actually happening for the south-end
8 communities.

512-1
9 The third thing is walking through the meeting, what we
10 found, although all marketing pieces that were sent out by
11 the community said there would be subject-matter experts
12 attending to answer our questions, what we discovered was
13 the people in front of the storyboards wouldn't answer
14 questions; they wanted to turn the questions into a comment.
15 In other words, we can't get information to help frame and
16 phrase our comments; we're just looking at, in many cases,
17 blank storyboards with categories. That's been a source of
18 frustration. It feels like, to many in the community, this
19 is about the least effective engagement that we could
20 receive, and we're frustrated by that.

21 I know we're going to run through time, but nobody's
22 behind me. I guess, I can go back and line up again, but
23 let's run through the three minutes.

24 My first comment that I would like to share this
25 evening is we need to include a complete assessment of the

1 growth that's already occurred in the last four years. We
2 have 97,000 additional aircraft operations that have been
3 added at Sea-Tac Airport since 2014, January 1, and there's
4 been no study and no assessment, no mitigation, no action
5 plan, nothing's been done with respect to those flights.
6 And we have a great concern that we won't be studying those
7 flights as part of the baseline going forward for the
8 Near-Term Projects. And if we leave those out, we really
9 have warped what's really going on in the communities,
10 because that's what's happening right now, and it's
11 happening since the SAMP was first conceived. So we know
12 it's within the window. That should be included, that
13 study.

14 Second is skipping forward to after the Near-Term
15 Projects --

16 HEARING OFFICER PHILIPSEN: You've done three
17 minutes --

18 MR. EDMISTON: Okay.

19 HEARING OFFICER PHILIPSEN: -- but there's no
20 one else in line, so I'm giving you another three minutes.

21 MR. EDMISTON: I appreciate that. And if
22 someone shows up and we need to time it out, I'm happy to do
23 that. I totally understand the process.

24 HEARING OFFICER PHILIPSEN: As you wish, yeah.

25 MR. EDMISTON: Thank you very much.

1 The second comment I think is also kind of temporal in
2 nature, what should be included temporally. Let's go beyond
3 the Near-Term Projects that will end in 2027. That will add
4 80,000 flights, so we'll be nearly a gross-up of 200,000
5 flights from 2014 to 2027. But there's a long-term project
6 envisioned, and originally that was going to be included in
7 this SAMP process, but about six months ago, it got carved
8 out. And there's a great concern that I have that I would
9 like it included as a comment to include within the scope
10 the impacts to human health and the environment from what is
11 anticipated for long-term projects. Don't carve it out and
12 leave it off the table because your own studies are
13 showing -- the Port's own studies are showing we'll be at
14 capacity in 2029. So the idea that we would go forward with
15 ten years of construction and growth with no idea what's
16 actually going to happen in the next ten years is hard to
17 square in, I think, a rational sort of going-forward
18 process.

19 Third is adequate geography. I think we have -- so
20 geographical scope, there is a great concern that there's a
21 focus historically on what's called the "federal contour,"
22 what is looked at for mitigation very close to the airport
23 and for windows and insulation and things like that, and
24 it's a very small area around the Port. The effects of the
25 noise and the emissions from aircraft operations are clearly

1 felt to the southern border of Federal Way, and so we need,
2 in geographic scope of this study, to make sure that all of
3 the six south King County cities are included, their entire
4 geography, in terms of the impacts to human health and
5 environment.

6 Next, I think we want included in the scope of this
7 study a complete and robust review of all of the science
8 that has emerged in even the last three years about the
9 impacts of noise and emissions from aircraft operations over
10 human beings, because all of those studies that I've been
11 able to see with this high-tech tool called "Google" all
12 come down the same way. And here's what they say: They say
13 that aircraft operations -- let's say just noise. Aircraft
14 operations and noise from overpopulated areas cause
15 hypertension, heart disease, heart attacks, delayed learning
16 for children, has a worse impact on the elderly, has a much
17 worse impact if there's night flights. And I can tell you
18 that a hundred percent of the studies come to the same
19 conclusion in the last two to three years.

20 Now, they're associated studies. They're the kind of
21 studies that say, "We're finding associations between A and
22 B." And there will always be more studies, but I don't
23 think it's going to be any different then -- I don't think
24 there's going to be where on the radio tomorrow you hear
25 that it turns out red wine's good for you every day, and

1 then tomorrow -- the day after that, you hear red wine's bad
2 for you, and it kind of bounces all over the place. I have
3 a strong suspicion no one's ever come back and say, "It
4 turns out loud aircraft noise is good for you."

5 I think what we're finding is the science is coming out
6 and saying it's really, really bad, and it's far worse than
7 we think. And obviously pollution, ultrafine particles and
8 other problems, that science is also emerging. So not
9 including that within the scope of our study would seem
10 negligent because those studies are out there, and not
11 accumulating them would seem a gross error.

12 Next I would talk about including in the scope of this
13 study the pending science that's already underway in
14 Washington State. We have ultrafine particle studies
15 underway at the University of Washington; we have a
16 mitigation study that's just underway run by the state
17 Department of Commerce. Those will take some time, but the
18 notion that we would proceed in any format with the SAMP
19 without the result of those studies also seems very
20 short-sided. I think we should have the results of those
21 studies before we go forward with the SAMP. That should be
22 included in the scope.

23 I think we should have special inclusion of study in
24 this SAMP of sensitive populations. And what I mean by that
25 is we -- because we know from the science that elder

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54-5

1 populations and children are more highly affected. We can
2 just sort of say a human being is a human being. What we
3 know from that emerging science is that we have a huge
4 population in Des Moines of elderly communities, and they're
5 impacted more. And we should carve that out and have a
6 separate study, make sure we're doing that.

7 Same thing with overnight flights; they are causing
8 more damage than daytime flights because they interfere with
9 and cause sleep disruption, and all the things that will go
10 with that, on a chronic basis.

11 And I would also like included in the scope of this --
12 of this environmental review -- and this is actually super
13 important, but not for everybody, but it's super important
14 for certain communities, and that is we've shifted to
15 full-time use in the last two years of the third runway. It
16 used to be a part-time runway. The middle runway closed
17 down for construction, shifted all of that flight to the
18 third runway, and I think they liked it. I think the -- the
19 bottom line is it was something that was considered
20 advantageous. And now it is a full-time runway.

21 So what's happened in the last even two years is that
22 runway and the communities under that runway have seen -- I
23 think it's a six-fold increase in the number of flights over
24 their neighborhoods that didn't ever used to be there
25 before. And that needs -- you know, that is not a base --

G-H-S

H-H-S

S-I-I-S

1 that is -- has to be part of this study because it's brand
2 new.

3 Also, I'm concerned that the projections that are set
4 forth already with the Near-Term Projects don't seem to add
5 up in terms of the number of flights that will be coming
6 in the next ten years. If you use any of the data that --
7 from the last four years and the year-on-year increases from
8 the last four years, the notion that in a four-year period
9 we grew by 97,000 aircraft but in the following ten-year
10 period, we're only going to grow by 80,000, it's a really
11 hard number to -- especially with the growth that they're
12 projecting in the population, which is more of a
13 straight-line hockey stick. It's sort of like, here's the
14 population growth, here's the need for passenger growth,
15 and -- but all of a sudden, the actual airline operations
16 growth is somehow way below that line. Doesn't seem to make
17 sense. So the question, and I think what we can include in
18 this study, is a review of what happens if our estimates are
19 grossly low.

20 And the final thing I think we should include in this
21 study, because it's clearly an alternative to handling all
22 of the region's growth in one tiny footprint airport, is a
23 regional airport now. And the notion that we would for,
24 again, decades -- and we've done it for decades now, decades
25 and decades and decades -- keep saying it's something we

1 need to study. I haven't really run into anyone that
2 suggests there's a reason not to start the siting process
3 immediately, other than folks that have an interest in
4 economic growth right here in a very specific and small
5 sliver of our state, our region. If that's what you want,
6 then you want to handle all of the region's growth at
7 Sea-Tac Airport. If you want an even and fair distribution
8 of the costs and burdens of aviation, and perhaps even
9 improve the overall efficiency in the long run, then you'd
10 want to jump on a regional airport as soon as possible.
11 Whether we can get that, I don't know. I think it should be
12 included in the scope.

13 Those are my comments. You've been very patient. You
14 gave me extra time, and I really appreciate that. I know --
15 I work with court reporters, and I know I just wore her out.
16 So you've been very good. Thank you for helping me out
17 tonight.

18 HEARING OFFICER PHILIPSEN: Well, you've had a
19 lot to say, and there was time.

20 MR. EDMISTON: I appreciate it.

21 MR. LEWIS: Well, I want to talk about demand,
22 or actually, you know, hopefully generate some responses
23 from responsible officials at the Port of Seattle about
24 demand and how it's defined.

25 I'm a retired air traffic controller and whistleblower,

1 was forced into retirement ten years ago by the FAA. But as
2 sort of an odd hobby, I've developed a website; it's been
3 running for six years now, Aviation Impact Reform. And I do
4 a lot of research on what's going on at airports across the
5 country, and I've been looking a lot the last few years at
6 Seattle, in Sea-Tac, because these happen to be my roots as
7 a child and growing up here, and I still have aging parents
8 here.

9 I'm concerned about what really appears to be going on,
10 the alleged demand, that is defined, for example, by one of
11 the graph boards there, one of the displays. It's implied
12 that it's consumer demand, which would be, you know, the
13 natural demand we would want to accommodate in an industry
14 as we expand infrastructure, but in reality it's airline
15 demand; that the Port needs to get serious about documenting
16 with great precision the number of passengers that are
17 flying through this airport greatly bumping up the airline
18 profit bottom line, because the airlines make their money as
19 much by flying anybody as they do by flying people through
20 airports. That's a reality. We understand that, that when
21 Delta came in here in 2012, they started -- basically, they,
22 you know, raised the bar. And both Delta and Alaska are
23 doing a lot of a hub traffic here, and that's creating
24 enormous growth in impacts around the airport.

25 Those impacts correlate with the growth in operations.

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1 The growth in operations do not correlate with population
2 growth. The chart on there that's displayed shows a
3 0.6 percent annual population growth in the current decade,
4 2017 to 2027, when you look at the numbers on that
5 particular chart, and I have a PDF of it from the July 17
6 SAMP presentation.

7 But Port -- Puget Sound Regional Council just reported
8 that our growth rate is one and a half percent; it's even
9 higher. They've got that growth, and yet this year, if you
10 look at the numbers, FAA's official ATADS OPSNET numbers for
11 operations at Sea-Tac, the first seven months of 2018 are
12 5.6 percent higher than the first seven months of 2017.

13 Now, we all understand, or we should understand, that
14 there hasn't been a ten-fold increase in people in the Puget
15 Sound area suddenly saying, "Let's do a whole bunch more
16 flying." It's because more passengers are flying through,
17 more operations are being scheduled, creating more
18 passengers flying through to assist the airlines' bottom
19 line.

20 So what I'm suggesting is that the Port of Seattle
21 needs to -- since they're taking money from the local
22 community in taxes in serving us, you know, as their
23 constituency, they shouldn't be just focusing on serving and
24 accommodating airline demand, airline capacity demand; they
25 should be accommodating other demands and balance with that,

512-10

1 such as for the local community. And some of those demands
2 that are arising have to do with the impacts, where you
3 stand outside this door most times a day here on a
4 university campus, and you can't have a conversation without
5 having an airplane every minute blasting over and
6 interfering.

7 HEARING OFFICER PHILIPSEN: You're at three,
8 but I'll give you another minute.

9 MR. LEWIS: I'll run just a tad more.

10 So basically, the Port of Seattle needs to, you know,
11 somehow bring in some balance to how they are advocating,
12 you know, they are behaving on this. They are clearly,
13 unfortunately, accommodating and overly accommodating the
14 industry. That needs to change; otherwise we're going to
15 see continued degradation of what used to be -- what still
16 is for people -- a fleeting, you know, formerly wonderful
17 place to live. People cannot enjoy their yards anymore; you
18 can't enjoy barbecues. It's not just the noise; it's what
19 they're breathing.

20 And if we keep feeling like we have to accommodate the
21 airline capacity needs, we're just going to trash this whole
22 area, turn it into nothing but an industrial dump. So I
23 would hope that the Port would come on board with advocating
24 for the people who provide their basic tax funds and support
25 their programs and not just be advocating alone for

1 industry.

2 HEARING OFFICER PHILIPSEN: It is now 8:30
3 p.m., and there are no other speakers signed up to speak. I
4 am officially closing tonight's oral comment portion of the
5 scoping meeting.

6 (Public meeting concluded at 8:30 p.m.)
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1 CERTIFICATE

2
3 I, Brandice L. Pivar, a Certified Court Reporter in and
4 for the State of Washington, do hereby certify that I
5 reported by stenographic machine shorthand the proceedings
6 hereinbefore contained on the subject matter on the date set
7 forth, and that the foregoing 37 pages constitute a full,
8 true, and correct transcript of said proceedings.

9 Witness my hand this 20th day of September 2018.

10
11 

12 BRANDICE L. PIVAR

13 License No. 3089

14 Certified Court Reporter in and for the
15 State of Washington, residing at
16 Seattle.

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PUBLIC SCOPING MEETING - PORT OF SEATTLE
SUSTAINABLE AIRPORT MASTER PLAN NEAR-TERM PROJECTS

5:30 p.m.
Wednesday, September 12, 2018
7054-32nd Avenue South
Seattle, Washington

BRANDICE L. PIVAR, CCR
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1 (Public meeting commenced at 5:10 p.m.)

2 HEARING OFFICER PHILIPSEN: Good evening. My
3 name is Gerry Philipson, and I serve as the hearing officer
4 for tonight's public scoping meeting for the Port of
5 Seattle's environmental review of the Sustainable Airport
6 Master Plan's Mid-Term Projects at Sea-Tac. Today is
7 Monday, September 12, 2018, and the time is 5:10 p.m.

8 Scoping is the process for determining the scope of
9 issues that will be addressed in the environmental review
10 document and identify concerns regarding potential
11 environmental effects of the Near-Term Projects. The
12 purpose of this meeting is to give all interested people the
13 opportunity to put their comments and questions regarding
14 the scope of the environmental review on the record. People
15 wanting to have their comments taken by the court reporter
16 must register here at this sign-in table, which you have
17 done. Please be courteous and respect the rights of all
18 commenters. To help with that -- usually, sometimes we have
19 several -- a crowd here. To help with that, please adhere
20 to the following procedures:

21 One, each commenter will be allotted three minutes with
22 the court reporter; two, if you desire more time, you can
23 register to speak again with the court reporter. You will
24 be given another opportunity to speak after other registered
25 commenters have had their chance; three, you may not donate

1 your three minutes or offer your spot in line to someone
2 else; four, if you need significantly more time than the
3 three minutes, please consider one of the other commenting
4 options: A, comment forms that you can complete now and
5 turn in or take home and submit via email; B, email
6 documents to samp@portseattle.org; C, submit comments
7 through the project website, which I can give you if you'd
8 like; D, note that all comments, no matter how they are
9 submitted, are treated equally. Most important is that all
10 comments must be postmarked by September 28, 2018.

11 And with that, I open the door with the comment portion
12 of the scoping meeting. And you are the first name on the
13 list. Could you just say your name?

14 MR. JOHNSON: Christopher Johnson.

15 HEARING OFFICER PHILIPSEN: Okay. Thank you.

16 You have three minutes, and I will time you.

17 MR. JOHNSON: So this is not a
18 question-and-answer? It's just the thought that I give to
19 you?

20 HEARING OFFICER PHILIPSEN: Yes. You can do
21 question-and-answer out there, yeah, but this is just for
22 you to give your considered thought.

23 MR. JOHNSON: I understand.

24 HEARING OFFICER PHILIPSEN: And you can do that
25 and come back, if you would prefer.

1 MR. JOHNSON: So I will do it here.

2 I am aware that the Chicago airport, ORD, has a rather
3 robust recycling and reuse plan for waste and other
4 materials that come into and out of the airport. I think
5 that that should be thoroughly researched and considered for
6 this expansion of Sea-Tac Airport.

7 Second thought is I am concerned that the security,
8 cyber security, of individuals using the airport has not
9 been adequately addressed in previous designs and should be
10 considered -- should be considered in this master plan.

11 And then my final thought is that we are -- we see a
12 constant development of the airport in response to
13 increasing annual passenger counts, but only in the form
14 of -- or, rather, mostly in the form of physical plant and
15 infrastructure development.

16 How has the master plan considered technological
17 investments that could also alleviate and mitigate increased
18 utilization at the airport?

19 That's it. That's all I got.

20 HEARING OFFICER PHILIPSEN: Your name, would
21 you say again?

22 MR. CARTER: Sidney Carter.

23 HEARING OFFICER PHILIPSEN: Thank you,
24 Mr. Carter. You have three minutes, and I'll time you.

25 MR. CARTER: Well, my comment will be just one,

S10-5

S10-2

S12-9

1 is the waste, the hazardous waste. We're sending it out of
2 the state of Washington to other states. And I don't know
3 what they can do about that, and I think it's unfair that we
4 have to put out the garbage in the yard.

5 The other thing is there's too many planes already in
6 the Seattle area. They're talking about building a second
7 terminal. Why does it have to be this close in the city of
8 Seattle? Can we find a better place, a better location?

9 And I think I'm about done.

10 HEARING OFFICER PHILIPSEN: All right. Very
11 good. Well, you have done just what this calls for, you've
12 given issues and topics to be considered. So thank you.

13 MR. CARTER: Thank you.

14 HEARING OFFICER PHILIPSEN: Now we're ready to
15 listen to your comments, and I'll be keeping time.

16 MR. ROBERSON: Right now my only concern is
17 noise pollution and land and water pollution and the
18 hazardous materials. I don't know. I'm out to play with
19 the kids in the backyard, and there's a single file of
20 planes going by. We were entertained for a while, and now
21 it becomes where we have to raise our voice to hear each
22 other in our yard.

23 And we don't even know the total impact of what's
24 falling down from the sky, particulate matter. We like to
25 grow food; we got pets and stuff like that, and it's just --

1 you know, I just wonder about -- I asked them about the
2 alternative patterns of planes coming into the airport and
3 out and opening up the regional airports for like cargo and
4 stuff like that, to just make, you know, specialized
5 airports so it's not all happening in one spot.

6 What else? That's pretty much what my concern is. I
7 can detail it out on paper, but I didn't know what the
8 process was.

9 HEARING OFFICER PHILIPSEN: You have three
10 minutes and we'll listen to you and the court reporter will
11 take a record of them and I'll time you.

12 MR. MOORE: Great. Thank you.

13 HEARING OFFICER PHILIPSEN: Thank you.

14 MR. MOORE: I live directly in the path of
15 the -- of the airplanes that are coming from the north. And
16 we've observed a dramatic increase over the last -- in just
17 five years; we've lived there for almost 20 years. And our
18 biggest concern is that the level of noise and the level of
19 pollution is a known quantity, yet, there's not mitigation
20 to deal with that. So as the airport considers expansion
21 and growth, my request is that much more aggressive work in
22 terms of mitigation, rerouting, and other aspects be taken
23 very seriously.

24 That's all I had.

25 HEARING OFFICER PHILIPSEN: Good. Thank you.

1 MS. RAYMOND: Great. Thank you.

2 I would like to encourage the study to address air
3 quality, in particular, through addressing particulate
4 matter as well as the cumulative impacts of other potential
5 sources of pollution that we already know exist in the area,
6 such as the interstate, et cetera.

7 I'd also encourage the project to consider impacts
8 beyond the immediate project area. I know that there's
9 consideration for, for example, car traffic impacts and
10 parking, but I really think that the scope -- the geographic
11 scope needs to include the flight path where it is over
12 residential areas, so essentially from I-90 south,
13 particularly over the spine of Beacon Hill.

14 In terms of sound impacts and noise impacts, I think
15 those need to be part of the scope as well. And I think
16 there needs to be a consideration for the quality of sound.
17 Not the standard calculation, as I understand it to be,
18 which is the average of sound over a period of time, but
19 actually to understand the impacts of short, more intense
20 periods of sound, and to not look at sound from the
21 perspective of annoyance, which is how I understand it's
22 considered now, but really to consider the impact of noise
23 on public health, because we know there is demonstrated
24 impacts of noise on public health. So it's not just the
25 emissions that may have public health impacts.

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1 Finally, this may be a bit of an impossible request: I
2 think that the Port overall needs to look at the impacts on
3 public health and livability of the increases in air
4 traffic, even with no project. There's going to be an
5 impact that needs to be mitigated, even if the actual
6 development project doesn't proceed. And I believe that
7 that's part of a sustainable plan for the Port. To just
8 talk about sustainability in terms of economic growth, which
9 is very important, doesn't really get at the true meaning of
10 what a sustainable plan should be.

11 How much more time do I have?

12 HEARING OFFICER PHILIPSEN: You have about
13 10 seconds.

14 MS. RAYMOND: Okay. That's it. There we go.
15 Thank you.

16 HEARING OFFICER PHILIPSEN: Thank you.

17 It is now 8:20 p.m., and there were no other speakers
18 signed up to speak. I am officially closing tonight's oral
19 comment portion of the scoping meeting.

20 (Public meeting concluded at 8:20 p.m.)
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CERTIFICATE

I, Brandice L. Pivar, a Certified Court Reporter in and for the State of Washington, do hereby certify that I reported by stenographic machine shorthand the proceedings hereinbefore contained on the subject matter on the date set forth, and that the foregoing 8 pages constitute a full, true, and correct transcript of said proceedings.

Witness my hand this 20th day of September 2018.



BRANDICE L. PIVAR
 License No. 3089
 Certified Court Reporter in and for the State of Washington, residing at Seattle.

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PUBLIC SCOPING MEETING - PORT OF SEATTLE
SUSTAINABLE AIRPORT MASTER PLAN NEAR-TERM PROJECTS

5:30 p.m.
Monday, September 17, 2018
876 South 333rd Street
Federal Way, Washington

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1 (Public meeting commenced at 5:27 p.m.)

2 HEARING OFFICER PHILIPSEN: My name is Gerry
3 Philipsen. And I'm the hearing officer for tonight's public
4 scoping meeting for the Port's environmental review of the
5 Sustainable Airport Master Plan's Near-Term Projects of the
6 airport. The date is Monday, September 17th, and the time
7 is 5:27 p.m.

8 Scoping is the process for determining the scope of
9 issues that will be addressed in the environmental review
10 document. The purpose of the meeting is to give interested
11 people the opportunity to put their comments and questions
12 regarding the scope of the environmental review on the
13 record. People wanting to have their comments taken by the
14 court reporter must register here, which you've done, and
15 please be courteous and respect the rights of all
16 commenters.

17 To help with that, we have the following procedures:
18 One, you will be allotted three minutes with the court
19 reporter; two, if you desire more time, you can register to
20 speak again; three, if you need significantly more time than
21 three minutes, please consider one of the other commenting
22 options: A, comment forms you can complete now and turn in
23 or take home and submit via mail, or you can email comments
24 to samp@portseattle.org, and I can give you that address if
25 you want it, or you may submit comments through the project

1 website, and I can give you that address.

2 All comments, no matter how they are submitted, are
3 treated equally. Most important is that all comments must
4 be postmarked by September 28, 2018.

5 With that, I'm officially opening the oral comment of
6 the scoping meeting. And you are Jan Anderson?

7 MS. ANDERSON: I am.

8 HEARING OFFICER PHILIPSEN: Okay. And you have
9 three minutes.

10 MS. ANDERSON: Okay. I have lived in my house
11 for 53 years, so I've been able to assess the change that
12 has occurred in the amount of traffic, the amount of noise,
13 the amount of pollution, at least perceived by the people
14 underneath flights, because we can't keep our cars clean.
15 And I heard an excuse over here that it's perhaps fireplaces
16 and wood stoves, but there's been a huge decrease in wood.
17 Everybody has gas stoves now and electric fireplaces.

18 My particular concern is the environment, which
19 includes noise pollution, but it also includes whatever kind
20 of particulate matter that is coming down and things of that
21 nature, because my husband is the third person on my block
22 to die of ALS, which is Lou Gehrig's disease. And none of
23 them were genetically-induced ALS; they were all
24 environmental. And his was particularly located in his
25 lungs.

1 And so I just really think -- and I know there's been a
2 lot more stress and a lot more cancer cases in our
3 neighborhood, and I can't help but believe the constant
4 noise -- and I do mean constant, every minute, a minute and
5 a half an airplane goes over most of the time -- that all of
6 these things take their toll on the physical and mental
7 health of the people who live in this neighborhood. And to
8 increase from 416,000, or whatever, flights a year just
9 seems unfair.

10 I feel that the Port of Seattle -- I know they're
11 working for the Port of Seattle and not someone else, but
12 they should work more rigorously with outlying areas to
13 increase the air traffic in those places, which would help
14 our traffic as well, because the traffic that's coming to
15 the airport for all of these flights is a huge, incredible
16 amount of noise.

17 Is my three minutes up?

18 HEARING OFFICER PHILIPSEN: No. You've got
19 another minute.

20 MS. ANDERSON: Okay. And I personally have
21 used the airport, of course. My husband, though, has been
22 in the neighborhood since 1938. And his grandfather built
23 our house, and he went to the opening of the original
24 airport in 1948, I think, something like that.

25 And so the impact on a neighborhood from silence to

1 what's happening now has just been astronomical. But I do
2 think the environment is the most important thing. Social
3 is important to me too because I can't talk on the phone to
4 people, I can't listen to my TV, I can't have parties on my
5 deck because you can't hear anything.

6 That's probably the extent of my rant.

7 HEARING OFFICER PHILIPSEN: Thank you.

8 MS. ANDERSON: Anyway, I'm really worried about
9 health, mental and physical health. And thank you for
10 listening and writing that down, and I think I'll probably
11 submit a written comment as well when I have more time to
12 think it through and edit it.

13 HEARING OFFICER PHILIPSEN: We will begin with
14 Dana Hollaway, and then State Senator Mark Miloscia, 30th
15 District. Okay? And I'll time you.

16 MS. HOLLAWAY: Okay. Do I have to identify
17 myself first?

18 HEARING OFFICER PHILIPSEN: Please do so.

19 MS. HOLLAWAY: My name is Dana Hollaway. I'm
20 from Federal Way. Before the SAMP approval and
21 implementation, the impact on human health and environment
22 must be analyzed under applicable EPA, federal and state
23 laws. Testing analysis and published results must be done
24 prior to any increase in flight operations or of airport
25 expansion. Testing for the toxic chemical thorium -- and

5-5

1 I'll spell that, T H O R I U M -- must be included in the
2 testing. Thorium is an indisputable tracer of airport
3 emissions, unique to airplanes versus diesel engines.

4 The Council on Environmental Quality, acronym is CEQ,
5 Regulation Section 1508.27 refers to major federal actions
6 significantly affecting the quality of environment of human
7 environment. The regulation says that both short-term and
8 long-term impacts must be considered. In other words,
9 impacts must be considered in the context of time. Quote,
10 intensity, unquote, is a severity of a potential impact
11 considered in context.

12 The regulation directs agencies to consider adverse
13 impacts, impacts to human health and safety. Therefore --
14 oh, excuse me, there are health and environmental impact
15 studies underway, such as but not limited to, the University
16 of Washington Ultrafine Particulate Study Phase 1, I believe
17 there's going to be a Phase 2; the Washington State budget
18 proviso, Sea-Tac Airport impact study being managed by the
19 Department of Commerce.

20 Results of these studies and any other recent studies
21 need to be included in the Port of Seattle SEPA and the FAA
22 NEPA process.

23 Thank you.

24 HEARING OFFICER PHILIPSEN: Thank you.

25 And now we have -- are you a senator?

1 SENATOR MILOSCIA: Yes, I am.

2 HEARING OFFICER PHILIPSEN: Okay. Senator Mark
3 Miloscia, 30th District.

4 SENATOR MILOSCIA: My name is Mark Miloscia,
5 30th District. I'm also a resident here in Federal Way with
6 my house directly under the flight path. I'm also a former
7 Air Force pilot, living on many Air Force bases, so I'm
8 familiar with airport noise and ways to lessen it.

9 I've been involved with this issue for 18 years in the
10 legislature, and in fact, I've sponsored various bills and
11 budget provisos, as you've heard from other comments, trying
12 to aim at reducing this great, what I call, health and
13 quality alike problem that we have here in south King
14 County. I can tell from just my own living here and from
15 the literally hundreds, almost thousands, of comments I've
16 received personally from residents and friends,
17 acquaintances about how bad the noise is here.

18 A better job must be done by the airport working with
19 the FAA on changing the flight paths; not just working on
20 insulating some certain buildings, but working on the flight
21 paths and working on the airlines to -- and get noise
22 reduction that really works.

23 I have the sense that you are not -- you are not
24 listening to the voters. I talked to a lot of folks that
25 they need better outreach from the airport. I very much

S2-2
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1 appreciate this outreach session right now, where you're
2 taking people's comments in multiple formats, but more needs
3 to be done. And I would hope the Port works specifically
4 with the local elected officials and state officials on this
5 issue.

6 So with that, I hope we can work together and reduce
7 noise, which is -- which is, again, a burdensome quality of
8 life issue for everybody down here in south King County.

9 HEARING OFFICER PHILIPSEN: Thank you, Senator.

10 SENATOR MILOSCIA: Thank you very much.

11 HEARING OFFICER PHILIPSEN: Now we are opening
12 the hearing comments for Carol Sabotka.

13 MS. SABOTKA: I'm Carol Sabotka. I have been a
14 resident in Federal Way since 1972. And at that time, the
15 airport only had, I believe, two runways, and so the amount
16 of traffic and air noise that you heard of the planes was
17 minimal.

18 Since that time, I do know that a third runway has been
19 put into effect. And, you know, it took it a while to get
20 it completed, but now it is operational. And I understand
21 that part of the reason that we're having this discussion is
22 that they're considering increasing the amount of traffic
23 that's going to be through Sea-Tac Airport.

54-3
24 I am greatly concerned about that for two reasons; the
25 first one is the noise. The second one is, I happen to have

1 three grandchildren who have considerable chronic illnesses;
2 two of them have cystic fibrosis, and the other one has
3 Crohn's disease. And I do live at Lakota Beach, which is on
4 the waterway on Puget Sound, and consequently, we get a lot
5 more of the traffic than some other areas do.

NS-1
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6 I'm concerned, besides the fact that it's noise
7 pollution, I believe there's also air quality that's being
8 disrupted by the number of planes that are going. I just
9 happened to notice that there were more recently, but I
10 wasn't keeping track. But I knew I was coming today, and
11 there was a plane that went over at 2 a.m. And I just do
12 not recall before the third runway that we had such a
13 problem with traffic that would disrupt someone's sleep. I
14 do believe that that's a disruptive thing to everyone's both
15 emotional and their physical health.

NS-2

16 Yeah, I think I'm good, other than -- can I give you my
17 address? Okay. I live at 30213-33rd Avenue Southwest in
18 Federal Way. It is at Lakota Beach, and I've been there
19 since 1995.

20 HEARING OFFICER PHILIPSEN: Thank you.

21 SENATOR MILOSCIA: I forgot to mention
22 something.

23 HEARING OFFICER PHILIPSEN: Okay. You have
24 another turn, then.

25 All right. Senator Miloscia has returned for some

1 further words.

2 SENATOR MILOSCIA: I need about another
3 30 seconds.

4 HEARING OFFICER PHILIPSEN: You have three
5 minutes if you want.

6 SENATOR MILOSCIA: My name is State Senator
7 Mark Miloscia from the 30th District. What I failed to
8 mention previously is we also need to look at the health
9 effects of airplanes' particulate chemicals from exhaust and
10 airplane use. That is also an important issue to the
11 constituents in my district, and we need real data on the
12 effects of that and ways to mitigate particulates and also
13 those chemicals along with, as I said previously, the noise.
14 And this involves, again, working with the FAA and airplane
15 manufacturers, engine manufactures, and the way we do the
16 flight paths to make sure we minimize the effects of all
17 these harmful chemicals and noise as much as possible.

18 And with that, I conclude my talking. Thank you.

19 HEARING OFFICER PHILIPSEN: Thanks. Now I am
20 opening the comment period for John Raymer. Thank you. And
21 you have three minutes and I'll be timing you.

22 MR. RAYMER: Okay. Yeah, I have two primary
23 concerns. I know a captain for one of the big three
24 airlines, and he says Sea-Tac is already a hazardous
25 airport. He gets multiple collision warnings with the --

S-M
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N10-4

1 here every year, more so than other airports. He says
2 there's a problem with cross traffic coming out of Boeing
3 Field; sometimes it's uncontrolled. And he thinks that
4 another increase in traffic at Sea-Tac would be an
5 additional hazard.

6 He also gets collision-avoidance warnings from Sea-Tac
7 traffic during approaches and takeoffs more so than other
8 airports. So I'd like to pass that on to the FAA. I
9 understand they're not here today, but if you could pass
10 that on.

11 My other concern is the fact that watching traffic
12 patterns on the flight-traffic websites, that when the
13 traffic pattern is southbound, most flights turn right over
14 Federal Way consistently, especially those that are going
15 south, west, or north; you can see that watching the
16 flights. So I think you would -- it would make more sense
17 if they proceeded south and turned right over the water just
18 north of Tacoma rather than turning right over Federal Way.
19 And usually, even when they're southbound, they'll turn
20 right. They'll go over Puget Sound, then they'll turn south
21 after that. So they'll make two turns to get southbound,
22 and it always goes over Federal Way in that case.

23 So you might -- I have another concern. How's my time?

24 HEARING OFFICER PHILIPSEN: You've got a
25 minute.

1 MR. RAYMER: A minute? Another concern is the
2 ultrafine particle emissions from jet engines. It's a newer
3 field of study. And maybe the primary hazard is jet engine
4 emissions, that's similar to diesel engine emissions. And
5 there was a recent study done where they found contamination
6 from Los Angeles International Airport. It's these
7 ultrafine particles that spread up to five miles from the
8 airport downwind. So I think that's not been adequately
9 studied.

10 And I think all of this may indicate there should be
11 another major airport opened in Washington State. So I
12 would suggest something in a flat area north or south from
13 Seattle, and that'll help prevention on I-5, which is
14 already causing billions of dollars in lost economic revenue
15 to Seattle.

16 Did I make it?

17 HEARING OFFICER PHILIPSEN: You made it. Right
18 on the dot.

19 MR. RAYMER: Okay. That's it.

20 HEARING OFFICER PHILIPSEN: Thank you.

21 And with that, I yield the floor to Daniel Kinney.

22 MR. KINNEY: Can I ask what agency you
23 represent?

24 HEARING OFFICER PHILIPSEN: I am hired by the
25 Port. I'm a faculty member at the University of Washington,

1 and I'm just hired to serve in this capacity. I'm not
2 employed by the agency; I'm just contracted.

3 MR. KINNEY: I was just wondering about your
4 independence.

5 HEARING OFFICER PHILIPSEN: Well, I think I'm
6 independent. I don't have any official position with regard
7 to this.

8 MR. KINNEY: Okay. I'm going to start my three
9 minutes now?

10 HEARING OFFICER PHILIPSEN: My introduction
11 didn't count against your time.

12 MR. KINNEY: My concern is noise. Not much of
13 the airport project matters to me beyond the fact that it
14 puts more airplanes out more quickly; denser traffic noise,
15 basically. I understand that the noise will be analyzed by
16 a model -- via a model that takes into account a few
17 microphone locations that are already established in this
18 area. And it doesn't appear that there's any return
19 calibration of that model or validation of that model aside
20 from just those few.

21 And my main concern is that I believe that the
22 measurement -- that far more measurements around the area
23 need to be taken farther out, probably as much as at least
24 ten miles or maybe 15 minutes away from the end of the
25 runway. Maybe laterally it's less, but certainly north and

1 south it needs to be more frequently.

2 I would like to see an advance of the use of the
3 airport at these higher frequencies and whatnot, that the
4 noise limits are established prior to -- prior to the
5 analysis. And the noise needs to be presented in a manner
6 that's not just minimum and maximum noise levels but an
7 average dBA or whatever.

8 That's it.

9 HEARING OFFICER PHILIPSEN: Okay. Two minutes.

10 MR. KINNEY: I'm good.

11 HEARING OFFICER PHILIPSEN: Concise. Thank
12 you.

13 With that, we are ready for the presentations by Susan
14 White; is that right?

15 MS. WHITE: Yes.

16 HEARING OFFICER PHILIPSEN: Okay. And Wasim
17 Azzam.

18 MR. AZZAM: Correct.

19 HEARING OFFICER PHILIPSEN: Okay. Very good.
20 I will be timing you. Please begin.

21 MS. WHITE: It's not going to take more than
22 three minutes.

23 HEARING OFFICER PHILIPSEN: We'll see.

24 MS. WHITE: Should I say my name and address?

25 HEARING OFFICER PHILIPSEN: Yes, please. Just

S-4

1 your name.

2 MS. WHITE: Okay. My name is Susan White. And
3 so I was on the Des Moines City Council for eight years when
4 we fought the third runway, so I feel kind of historical in
5 this, to a degree.

6 So my opinion is, at the time it was unfortunate that
7 we didn't cite another regional airport because that is
8 needed. I mean, I think Sea-Tac is at its maximum capacity.
9 The impact it's having on the community now is a bit dire:
10 a lot more airplane noise, flights coming in lower, the
11 environment.

12 My grandchildren go to St. Phil's, which is a private
13 Catholic school, but the airplanes are every day over there
14 and one after another. Do I worry about the
15 environmental -- the stuff that's going down perhaps harming
16 them? Yeah. As well as a lot of other -- like cancer,
17 health, and all this.

18 So on the other hand, I don't want to just be this
19 person that is just -- it's happening. So what can we do to
20 be part of the solution? I think that's where the -- you
21 know, a give and take, somehow, with the Port of Seattle,
22 not just this dog fight that is -- makes everybody mad. I
23 just think it's not going to stop the growth in the airport;
24 it's happening. I hope they find another regional airport
25 or realize that they can participate in our community in

NI-1

SS-3

SZ-1

1 some positive way, whether it's with the schools and flights
2 and different ways they can take off and impact our
3 community so detrimentally.

4 And that's kind of the way I feel. If there's anything
5 as citizens we can do to engage more -- this is good. But I
6 think there's a lot to address on the impact of south King
7 County, which has always kind of been a dumping ground for a
8 lot of stuff, in my opinion, just living here for all that
9 time.

10 That's kind of all I have to say. I'll submit my
11 comments.

12 HEARING OFFICER PHILIPSEN: Okay. Thank you.

13 MS. WHITE: There you go.

14 HEARING OFFICER PHILIPSEN: Very good. Thank
15 you.

16 MR. AZZAM: My turn, right?

17 HEARING OFFICER PHILIPSEN: Your turn.

18 MR. AZZAM: Okay. My name is Wasim Azzam.
19 I've been living in Federal Way for the last 27 years. I
20 moved houses ten years ago. I now live in the Marine Hills
21 on -- in the flight path, which was not really directly a
22 flight path when I moved in ten years ago.

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23 Recently, life has been changed to the worse because of
24 the airport noise -- the airplane noise. We can't use the
25 patio, we can't use the backyard or the front yard; we can't

N3-1
1 open a window even in the summertime. And this area here,
2 we only get two months of summer, and we don't yet get to
3 enjoy it. We are finding ourselves, many times, having to
4 pause the TV if we have a window cracked or something if an
5 airplane is going overhead.

6 And the airplanes go directly over my house. They fly
7 so low, sometimes I feel as if my girls that are jumping on
8 the trampoline in the backyard, if they jump a little bit
9 higher, they can reach the airplane. It's exaggerated a
10 little bit, but it's that bad. The airplanes fly very low.

N3-6
11 Our quality of life has changed to the worse. In what
12 way? I haven't been able to sleep straight all night
13 without being awakened once or twice or three times in the
14 beginning of the late evening/beginning of the early morning
15 hours, maybe; I want to say 11 p.m., most of the time,
16 especially if I went to bed at 10:00. And then I woke up a
17 few days ago at 3:02 in the morning at the noise of a very,
18 very huge, probably a cargo airplane, very loud. And I went
19 to sleep probably for half an hour for the rest of the time,
20 for those three hours. And those usually are the hours that
21 you really go into deep sleep, I think, where your body
22 repairs itself and it heals.

23 I find myself tired during the day, same thing with my
24 wife, because of lack of sleep. So it has really affected
25 the quality of life that we're living. Personally, I'm not

1 | against the expansion. That is a reality. The area's
 2 | growing. They're saying we're expecting 1 million people in
 3 | the area in 2035. The airport can expand, but they've got
 4 | to take into consideration the quality of life of the people
 5 | under the flight paths near the airport such as ourselves.

N3-6

6 | I paid a lot of money for my house; I love the area.
 7 | My kids are all born in Federal Way. I don't want to look
 8 | to go anywhere else, but I wanted to be able to at least
 9 | enjoy my time and live a peaceful life and a healthy life.
 10 | So if there's any way for the people in charge to change the
 11 | flight path a little bit, maybe over the water, over the
 12 | freeway to get it away from us so we can live a better life,
 13 | I think that would be a good consideration.

S2-2

14 | Again, I'm not against the expansion because that is a
 15 | reality; it's going to happen. But anything that can be
 16 | done to change the quality of life for us citizens that live
 17 | in the flight path of the airport would be appreciated.

18 | HEARING OFFICER PHILIPSEN: Now John Burdine.

19 | MR. BURDINE: Burdine.

20 | HEARING OFFICER PHILIPSEN: Burdine, thank you.

21 | You have the floor for three minutes and I will time you.

22 | MR. BURDINE: Okay. So my first issue is the
 23 | jet poop issue. Other people might call it jet pollution or
 24 | particulates in the air, but jets produce a tremendous
 25 | amount of pollution as they're landing and taking off. I

S3-1

1 have lived in three different flight paths, and I would say
 2 that Sea-Tac is medium and that jets are doing better at
 3 lowering the amount pollution that they're producing, but
 4 when I clean my carpets at my house, I get black soot from
 5 my carpet. And we're a family that's shoeless in Seattle,
 6 so we don't wear shoes in the house. That jet poop is
 7 coming in through the windows, and it's on the garden. And
 8 it's not a subject that's talked about as noise pollution or
 9 other aspects of the landing situation.

10 The second thing I'd like to advocate for is a curfew
 11 at night. I work at night, so it doesn't affect me
 12 personally, but I see all the UPS planes and the FedEx
 13 planes and Pony Express planes landing in the middle of the
 14 night. And I know that people don't get proper sleep. So I
 15 would advocate for a curfew from 1 a.m. to 5:30, 6:00 in the
 16 morning. I don't know that a curfew always works, but
 17 San Diego, where I'm from originally, has a curfew and it
 18 does work.

19 I think if you quadruple landing fees during that time
 20 period that on their own, UPS, FedEx would figure out a way
 21 to fit the planes during the business hours of an airport
 22 where you have three runways accessible and working. The
 23 runways could be better utilized during the daytime then,
 24 and they could be vacant from, you know, 1:00 to 5:00 in the
 25 morning, some time period like that. I see that flowing

S3-1

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1 over into -- you know, just general irritability in the
2 community because people are not getting a proper night's
3 sleep.

4 So we have jet poop; we've got a curfew. But if that
5 doesn't work, we've got quadrupling the fees to eliminate
6 or -- what's the right word? -- ameliorate that time period
7 from 1 a.m. to 5:00 in the morning.

8 I'm done. How much time do I got?

9 HEARING OFFICER PHILIPSEN: You've got
10 20 seconds left.

11 MR. BURDINE: Yeah, I'll take 20 more seconds.

12 The other thing that I notice is the jet engine
13 testing, which I can really hear at night because noise
14 travels a lot farther at night. I work at Wesley in
15 Des Moines, and so I can hear those jet engines being tested
16 all the time. And it's another aspect of people not getting
17 proper sleep at night.

18 Did I take my last 20 seconds?

19 HEARING OFFICER PHILIPSEN: Your 20 seconds are
20 over, but do you have another point to make?

21 MR. BURDINE: No. I'm done for right now.

22 HEARING OFFICER PHILIPSEN: Okay.

23 Now we proceed with this portion of the hearing with
24 Orlando Samora. You have three minutes and I'll time you.

25 MR. SAMORA: I've been in -- moved into Twin

N3-11

1 Lakes about ten years ago. When we first moved in, I didn't
 2 pay attention -- I mean, it wasn't noise like it is now. It
 3 seems to me like right now they're flying right over my
 4 house. Before it was further over, probably closer to
 5 320th. And the noise is -- I mean, it's flying one right
 6 after the other one now when they're busy, and it's right --
 7 I mean, right over my house.

8 And the question is -- I've called a lot of times
 9 already and complained about the noise, and they always tell
 10 me they're within their limits; you know, they're five
 11 miles, their height and everything, the noise.

12 And so really nothing -- I mean, nothing's ever been
 13 done. All they do is hear my side of the story, what's
 14 going on, and then they call back and say they're doing
 15 everything they're supposed to be doing.

16 And another thing is, their microphone or whatever they
 17 use to pick up the noise, it's over by Twin Lakes
 18 Elementary. So I'm about a mile away from, so it's closer
 19 to 320th, right off of 320th, and I'm over. So to do the
 20 readings, I don't know how they can say that the noise level
 21 is the same flying over my house as it would be over here.
 22 So I hear that all the time.

23 And another complaint is planes flying over at 1:00,
 24 2:00, 3:00 in the morning. And that's like two or three
 25 times a month that happens. And I've called on that before,

N 3-9

S 4-8

N 3-6

1 and then they just say it's a China freight cargo coming
2 over. And that's all I ever hear about. And it's -- you
3 know, if I was to have that kind of noise -- like, say I go
4 out and start my lawn mower at 1:00, 2:00, 3:00 in the
5 morning. What's going to happen? The police are going to
6 show up. So why is it okay for the planes to fly over and
7 wake up the people?

8 I wish they could put a stop to that because that's
9 ridiculous. When I first moved in, that was never like
10 that, never had that problem. And then now it's getting
11 worse. And then with this new forecast with the new gates
12 they're going to open, it's going to get even noisier and
13 more of that stuff going on.

14 And, really, you guys have an open house for us. You
15 hear -- there's nobody in the area advocating for us. We
16 have to come and complain to you guys. But nobody in here
17 is advocating for the people. And Federal Way has always --
18 I don't know how long Federal Way has been fighting with the
19 Port of Seattle as far as the noise, but I know that's been
20 going on for quite a while. And I don't think anything's
21 been done, as far as I know, still fighting.

22 So us having this meeting here, that was kind of
23 disappointing. I thought it was going to be everybody
24 talking to everybody, not everybody talking to you guys.
25 You guys telling us what's going on, then hearing what we

S12-2

1 have to say rather than everybody going to each little spot
2 and hearing our points. So I thought it was going to be
3 something different, not just an open house, hearing our
4 complaints. I wanted to see -- I thought it was going to be
5 you guys being -- you know, standing up here, everybody
6 talking about what's going to happen and then hearing
7 questions afterwards.

8 So this way here, everybody's got their own story.
9 I've talked to a couple people, and they have the same
10 concerns I do. And like I said, kind of disappointed seeing
11 this type of forum.

12 Is my three minutes up?

13 HEARING OFFICER PHILIPSEN: Yes.

14 MR. SAMORA: I mean, I'm just venting a little
15 bit. I don't know if any good outcome is going to happen
16 from this.

17 HEARING OFFICER PHILIPSEN: Well, certainly all
18 of the comments will be reviewed; that's all I can say, you
19 know. And there are other people out here who are more
20 involved with the project who are standing at these posters
21 who can give you more specific information of the process of
22 what's going to happen with all this material.

23 With that, we now turn the floor over to Meg Reynolds,
24 and you have three minutes and I will keep time.

25 MS. REYNOLDS: All right. I'm a resident of

1 the Marine Hills neighborhood in Federal Way. And over the
2 past few years, the relentless increase in airline traffic
3 directly over my house has dramatically and negatively
4 impacted my ability to enjoy my home. I cannot work in my
5 yard or have people come and enjoy the view on my deck or
6 enjoy even visiting with my neighbors without the constant
7 very loud noise of airplane traffic overhead.

N3-1

8 I recently downloaded Airnoise.io and began measuring
9 exactly the impact, and I now know that my own personal
10 tolerance level ceases at aircraft that is -- that is less
11 than a mile from my home and less than 3,500 feet high.
12 What I don't know is whether those two things are
13 contiguous, which means they're over my house and less than
14 a mile up.

15 They are very loud and it is relentless. The average
16 time between planes is approximately 90 seconds and two
17 minutes, and this is most hours of the day and well into the
18 night. We cannot sleep with our windows open. We can't
19 enjoy fresh air in our home.

N3-3

20 And when I moved here, I accepted that there was more
21 air traffic in the skies than Lake Forest Park, from which I
22 moved, but it was moderate and I would describe it as an

23 occasional nuisance and I did find it tolerable. Today
24 that's changed dramatically. Statistics are that
25 600 percent more planes fly over my neighborhood every

N3-3

1 single day. There's absolutely no time of the day or night
2 that I can step outside for more than a few moments without
3 seeing, hearing, and breathing in the continual waste from a
4 barrage of planes.

5 There were no hearings, notices, studies, or
6 considerations from the Port, the FAA, or until recently,
7 even the City of Federal Way, as the persistent increase
8 grew from a nuisance to a menace. Your call for a
9 sustainable environmental review, in my opinion, is long,
10 long overdue. And I could not get any satisfaction as to
11 how those get kicked off because I can't believe you
12 would -- public servants would have this kind of impact in a
13 neighborhood without any consideration for environmental
14 review.

15 I believe there are a number of actions that the FAA or
16 the Port of Seattle together can take to address my
17 neighborhood situation, and honestly, I'm offended by the
18 apparent lack of interest and cooperation to do so. I feel
19 like the Port was disingenuous regarding their intent
20 building the third runway: Oh, that would be only for poor
21 weather and visibility situations. And I know that all the
22 planes coming off that third runway are the ones that are
23 coming over my house.

24 And, you know, the Port has wiggled out of reparations
25 set aside for Federal Way based on some flimsy policy. And

1 basically, the Port has not been a good neighbor to us. And
2 like many of my neighbors, I have growing concerns that the
3 current course of action is resulting in a substantially
4 negative impact on my health, on the quality of life, and on
5 the value of my home.

6 The Port of Seattle and its leadership is responsible,
7 you know, for not looking at equitable distribution of the
8 increasing growth of air traffic. They allow, you know --
9 planes have actually gotten a standard-deviation allowance
10 with a lower glide path, 2.5 glide path instead of the
11 recommended 3. I don't understand any technical reason to
12 be there for that. And, you know, there just had been an
13 overt disinterest in environmental impact of the growth that
14 is actively promoted by the Port of Seattle.

15 I would like to see its leadership act to provide
16 relief to -- from what I consider to be an assault on my
17 neighborhood. I do not want new windows; I want fewer
18 planes over my house. I want noise-abatement action. I
19 want Puget Sound residents to share more equally in the Port
20 of Seattle's aggressive growth. Give Vashon, the Eastside,
21 Magnolia, and, oh, my gosh, even Mercer Island, their fair
22 share of the increased traffic. Ask capable pilots, highly
23 capable pilots and traffic controllers and traffic designers
24 to work a bit harder on landings and takeoffs so that the
25 neighbors to the south are not living a life they did not

N10-14

N3-3

N11-3

N10-14

N3-3

1 choose or even have an opportunity to defend.

2 Basically, I'd like the Port of Seattle and the FAA and
3 its leadership to start being good neighbors and responsive
4 civic leaders. That's my statement.

5 HEARING OFFICER PHILIPSEN: Okay. Thank you.

6 With that, I open this part of the hearing for oral
7 comments by Jim Burbibge.

8 MR. BURBIBGE: Burbibge, close enough.
9 Burbibge, B U R B I B G E. Close enough. I've been called
10 worse.

11 HEARING OFFICER PHILIPSEN: Oh, I see. Okay.

12 MR. BURBIBGE: And what I say here, much of
13 what I've already put in written comments, but I would like
14 to point out that this -- the airport, one, I'm very much in
15 favor of the airport. I live in Federal Way, and I'm
16 concerned about the impact of the airport upon the City of
17 Federal Way. I'm concerned about the impact that the noise
18 and all of the bad publicity about the air pollutants and
19 all that stuff affects the public perception of Federal Way.
20 And I think Federal Way is getting an undue reputation,
21 partly because of that.

22 I think this is a tremendous opportunity for the Port
23 of Seattle and for the State of Washington to get together
24 and to combine to make a transportation package that will
25 greatly improve our life in the Puget Sound area. And that

19-6N

1 is by considering the alternative of putting a new airport
2 over on Highway 18, adjacent to Highway 18, anywhere in the
3 vicinity of the Seattle international racetrack. There's a
4 lot of vacant land over there; it would work very well. If
5 that were combined with a major expansion of Highway 18, it
6 would solve many problems. It would allow for traffic from
7 the Port of Tacoma up to this airport.

8 I would also suggest that this airport -- that all
9 cargo go into that secondary airport. In addition to some
10 of the passenger transportation, have all cargo going in
11 there; that way cargo from the Port of Tacoma could go up to
12 the airport, be transferred around the country. Cargo from
13 the Port of Tacoma could go up to I-90, be transferred to
14 Eastern Washington, to Bellevue -- they have a lot better
15 access to that area -- and even into Seattle and up north to
16 Everett and further north, in addition. It would provide a
17 lot better transportation.

18 And if Highway 18 were expanded from Tacoma all the way
19 up to Everett, it would provide a very much needed
20 additional north-south transportation venue for the people
21 of the Puget Sound.

22 That's basically my package. But I think there are --
23 in addition to that, moving it to that area would distribute
24 both the negative aspects of an airport and the positive
25 impact of an airport to other areas. And it would -- to me,

1 it just seems like a very logical thing to do. I would
2 advocate that it be done under the authority of the Port of
3 Seattle in forming an airport system for the Puget Sound
4 area. And that's done in other parts of the country, and I
5 think it could work very well here.

6 But adding more traffic into Seattle international
7 airport where it sits now is going to have additional
8 negative impact upon traffic in that area; it's going to
9 have additional negative impact upon the communities
10 immediately adjacent to us, or like Federal Way, just a
11 little ways away from it. And I think it's time to consider
12 alternatives outside the box. And, to me, this is a really
13 good alternative.

14 That's my push, that's what I'm advocating.

15 HEARING OFFICER PHILIPSEN: Thank you. Thank
16 you. That's very interesting.

17 MR. BURBIBGE: And I think the Port of
18 Tacoma -- I'm sorry. This is -- Seattle, the Port of
19 Seattle, it would still be under their auspices. It's not
20 taking anything away from them; it's just moving what they
21 have to do into a different area, and I'll bet you anything
22 it would be less expensive to do.

23 HEARING OFFICER PHILIPSEN: I'm not an expert
24 on this, but that sounds like a very interesting proposal.

25 MR. BURBIBGE: Thank you. I hope they consider

1 it. Thank you very much.

2 HEARING OFFICER PHILIPSEN: With that, I open
3 this phase of the hearing for James McCartney. And you have
4 three minutes and I'll be timing you.

5 MR. MCCARTNEY: Okay. I have lived in the same
6 house on Star Lake since 1988. I was never underneath a
7 flight path that used to run parallel to Pacific Highway
8 South. And now in the last couple years you have been
9 flying over my house, and this last Sunday I had four
10 flights over my house, dead center, about 700 feet up. I
11 believe the correct solution is not to cram more flights
12 into this airport, or more runways. Build a new runway
13 somewhere else, either as it was proposed in the '90s, east
14 of Bellevue, or north, expanding Everett airport, or go
15 south of Olympia or use Bremerton because this is noise
16 pollution.

17 I am woken up at 3:00 in the morning, usually, 2:00 in
18 the morning, because the flights start at 11:00 over the top
19 of my house, and they don't stop until about four in the
20 morning. And I have a concrete tile roof that rattles when
21 these planes are going over. So there's two tons of
22 concrete over my head with the fear of it crushing me
23 because of the vibrations of these planes.

24 It would be advisable they go somewhere else; otherwise
25 I will be insisting that the Port of Seattle pays for

N3-1

S2-1

N3-7

N3-2

N3-2
1 quadripane windows and closed cell phone insulations to
2 deaden the sounds, because the more panes of glass, the more
3 insulation in sound reduction happens. But my best solution
4 is to have a contractor that I choose to put it in, since
5 the jobs done for the Burien and Des Moines area seem to be
6 failing and have a lot of subpar contractors put it in, and
7 they're having mold remediation problems. And the
8 quadripane windows that were installed there are failing
9 now.

10 That's my nutshell, I guess. I don't know. I was
11 trying to cram it all in.

12 HEARING OFFICER PHILIPSEN: You're under three
13 minutes.

14 MR. MCCARTNEY: Go build it somewhere else is
15 basically it. I was never under a flight path. And it
16 starts about 11:00 to 3:00 in the morning, and my health is
17 affected through sleep. These bags aren't from work; it's
18 from not being able to sleep. So thank you.

19 HEARING OFFICER PHILIPSEN: It is now 8:25, and
20 there are no other speakers signed up to speak. I am
21 officially closing tonight's oral comment portion of the
22 scoping meeting.

23 (Public meeting concluded at 8:25 p.m.)
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CERTIFICATE

I, Brandice L. Pivar, a Certified Court Reporter in and for the State of Washington, do hereby certify that I reported by stenographic machine shorthand the proceedings hereinbefore contained on the subject matter on the date set forth, and that the foregoing 31 pages constitute a full, true, and correct transcript of said proceedings.

Witness my hand this 23rd day of September 2018.



BRANDICE L. PIVAR

License No. 3089

Certified Court Reporter in and for the State of Washington, residing at Seattle.

PUBLIC SCOPING MEETING - PORT OF SEATTLE
SUSTAINABLE AIRPORT MASTER PLAN NEAR-TERM PROJECTS

5:30 p.m.
Wednesday, September 19, 2018
13735-24th Avenue South
SeaTac, Washington

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1 (Public meeting commenced at 5:22 p.m.)

2 HEARING OFFICER PHILIPSEN: My name is Gerry
3 Philipsen, and I'm the hearing officer for tonight's public
4 scoping meeting for the Port of Seattle's environmental
5 review of the Sustainable Airport Master Plan Near-Term
6 Projects Sea-Tac.

7 Scoping is the process for determining the scope of
8 issues that will be addressed in an environmental review
9 document, and to identify concerns regarding potential
10 environmental effect of the Near-Term Projects.

11 The purpose of tonight's meeting is to give all
12 interested people the opportunity to put their comments and
13 questions regarding the scope of the environmental review on
14 the record.

15 We follow these procedures: Each commenter is allotted
16 three minutes with the court reporter for oral statements.
17 If you desire more time, you can speak again with the court
18 reporter. If you need significantly more time than three
19 minutes, we recommend you consider one of the other
20 commenting options: We have comment forms you can complete;
21 you may email comments, and I can give you the address; you
22 can submit comments through the project website, and I can
23 give you that address.

24 And however they're submitted, all comments are treated
25 equally and must be postmarked by September 28, 2018.

1 With that, you can proceed to the oral portion. And
2 you have three minutes and I'll time you. But you can go
3 over that a bit.

4 MR. BERGER: So again, my name is David A.
5 Berger. I'm submitting these oral comments on behalf of the
6 Marine Hills Airport Noise Health Impact Steering Committee.
7 And this letter is addressed to Steve Rybolt, and I'll just
8 read the letter. And I will be submitting the letter once
9 all seven signatures are affixed to it. I will be mailing
10 it to Mr. Rybolt before the deadline.

11 So the subject is "SAMP DEIS Scoping Comments of Marine
12 Hills Neighborhood, Federal Way."

13 Dear Mr. Rybolt: In response to your July 30, 2018,
14 public notice, this letter is written on behalf of the
15 approximately 1,000 residents of the Marine Hills
16 residential neighborhood of Federal Way, Washington.

17 We continue to experience near constant excessive noise
18 and adverse health impacts from Sea-Tac Airport overflights.
19 We've suffered from the unmitigated impact of a 34 percent
20 increase in Sea-Tac operations since 2012 and a six-fold
21 increase in north flow landings on the third runway since
22 its 2008 opening; thus, the expansion of Sea-Tac to enable
23 another 175,000 annual flights simply is unacceptable to our
24 neighborhood.

25 If the 30-plus so-called Near-Term Projects proposed in

S4-3 N3-1

1 the Sustainable Airport Master Plan, otherwise known as the
2 SAMP, were constructed, the resulting enormous increase in
3 overflights will cause an unjustifiable and unsustainable
4 environmental impact on the Marine Hills neighborhood.

5 As required by the State Environmental Policy Act, or
6 SEPA, statute, and its implementing rules, we demand that
7 the SAMP Draft Environmental Impact Statement, or DEIS,
8 contain an alternative to further expanding Sea-Tac by
9 identifying other existing airports that could accommodate
10 projected growth in regional, commercial, and air cargo
11 flights.

12 This alternative must be analyzed at a level of detail
13 equal to the proposed SAMP to enable comparison by both
14 decision-makers and other laypersons of further irreversible
15 environmental harm that the proposed SAMP's 30-plus projects
16 will cause to Marine Hills and similarly impacted
17 neighborhoods.

18 As also required by SEPA, the DEIS should assess the
19 potential for delaying implementation of the SAMP, given
20 that the Puget Sound Regional Council's upcoming regional
21 aviation baseline study will be analyzing additional
22 capacity for absorbing air travel and cargo growth at other
23 airports in King, Kitsap, Pierce, and Snohomish Counties.

24 Finally, we expect the DEIS to contain an unbiased
25 objective analysis of the required no-action alternative,

8-11-15

1 which should determine the extent to which it would result
2 in a lower environmental cost or degradation than the
3 30-plus projects in the proposed SAMP would create.

4 Sincerely, Marine Hills Airport Noise Health Impact
5 Steering Committee. And the signatories will be on this
6 letter: David A. Berger; Chris Hall; Steve Lewis; Ray
7 Miryekta, M I R Y E K T A; Kurt, with a K, Moss; Susan
8 Petersen, that's P E T E R S E N; and Gigi, that's G I G I,
9 Sather, S A T H E R.

10 And again, once I get the final signatures, I will
11 submit this letter through the U.S. mail to Mr. Rybolt.

12 HEARING OFFICER PHILIPSEN: Okay. Thank you.

13 With that, I'm officially opening your portion of the
14 oral comment session of this scoping meeting. You have
15 three minutes and I will time you.

16 MR. WACHTEL: Okay. First thing I would like
17 to bring up is that a New York State senator is currently
18 calling for changes to the flight plan pattern at LaGuardia
19 Airport after a study found the noise it generates could
20 reduce the life spans of some Queens residents by about
21 one year.

8-11-15

22 The study was conducted by researchers at Columbia
23 University's Mailman School of Public Health and published
24 in the August 15th issue of the International Journal of
25 Environmental Research and Public Health. I would like to

1 see this study include an analysis of that study in its
2 publication.

3 Next, the impact on human health and the environment
4 must be analyzed under applicable federal state laws. Test
5 analysis and published results must be done before any
6 increase in flight operations or airport expansion. Testing
7 for the toxic chemical thorium must be included in the
8 testing. Thorium is an indispensable tracer of airport
9 emissions unique to airplanes versus diesel engines.

10 The Council on Environmental Quality, CEQ, Regulation
11 1508.27 refers to major federal actions affecting the
12 quality of human environment. The regulation says that
13 short-term and long-term must be considered -- in other
14 words, impacts must be considered in the context of time,
15 quote, intensity, unquote, is part of the -- is the severity
16 of potential impact in context. The regulation directs
17 agencies to consider adverse impacts to human health and
18 safety. There are health and environmental studies
19 currently underway, such as, but not limited to, the
20 University of Washington Ultrafine Particulate Study Phase
21 1, and the Washington State budget proviso, Sea-Tac Airport
22 impact study currently being managed by the Department of
23 Commerce.

24 The results of these studies and any recent studies
25 need to be included in the Port of Seattle's SEPA and the

11-3
✓

1 FAA NEPA process.

2 I would direct this study to evaluate the paper

3 "Evaluating Particulate Emissions From Jet Engines:

4 Analysis of Chemical and Physical Characteristics and

5 Potential Impacts on Coastal Environments and Human Health"

6 by Karleen A. Boyle.

7 Finally, there have been no studies of substance in

8 over six years as to the impact environmentally and

9 health-wise of the growth of the airport and the high

10 increase in traffic. I have analyzed enplanements and I

11 have in front of me the 2015 enplanement schedule, which

12 shows 14 airports as being the busiest in the United States.

13 Of them, Sea-Tac, at 3.9 square miles, is the eleventh

14 busiest airport per size, while it is the ninth busiest

15 airport in the United States. And it is exceeded only by

16 Los Angeles International Airport and Atlanta Jackson

17 International Airport.

18 I cannot see how they can expect to double this

19 airport's operations and maintain operational safety that

20 will prevent a catastrophe in the local area. And I would

21 like this matter addressed and published.

22 Thank you.

23 HEARING OFFICER PHILIPSEN: Thank you.

24 MR. WACHTEL: Do I have to go through you

25 again?

1 HEARING OFFICER PHILIPSEN: No.

2 MR. WACHTEL: Okay. I'd like to bring up a
3 couple of points.

4 The environmental review being presented is a piecemeal
5 process. The entire project goes to 2030, that is the
6 near-term and the far-term. And the Near-Term Project only
7 goes to 2027, and that is the part that we are examining at
8 this time. This separation has been used before by the
9 airport to avoid scrutiny on what they're actually doing for
10 the totality of the project.

11 It appears that the Port is attempting to conceal the
12 fact that the long-term and far-term projects are part and
13 parcel of one objective with one outcome, which needs to be
14 examined as one project/entity. If the Port continues to
15 only do an environmental analysis of the Near-Term Projects,
16 then it is reasonable to foresee that the City could argue
17 that the analysis that is done is incomplete.

18 Final comment is that the Port should, rather than
19 investing a billion dollars in trying to create the
20 operations at the extreme level of the operation spectrum,
21 support the location and selection of a new site for a
22 second airport.

23 That's all I have. Thank you.

24 HEARING OFFICER PHILIPSEN: Now you have the
25 floor and I will time you.

Q1-10

A2-1

1 MR. SCORCIO: Very good. Since you're making
2 notes, I'm Joe Scorcio. I'm the city manager for the City
3 of SeaTac, and I'm going to make very brief comments because
4 we will be submitting substantial written comments.

5 The key thing that I want to ensure is -- on the
6 record, is a concern over the improper bifurcation of the
7 environmental review process in violation of SEPA's
8 provisions regarding phased review. We have raised this
9 issue in court before with the Port. We will raise the
10 issue again in court if it is improperly conducted.

11 And I am concerned, as a former environmental official,
12 that the strategy being used to analyze only Near-Term
13 Projects is not looking at the cumulative impact
14 requirements per SEPA.

15 The last thing I want to bring up and raise is that we
16 have settled lawsuits with the Port of Seattle over the
17 airport. They have guaranteed us in writing that they would
18 not do this. This was a settlement of a lawsuit --
19 potential filing of a lawsuit over the international
20 arrivals facility, which is, by the agreement, to be
21 considered part of the Near-Term Projects. And they need to
22 do a full analysis of the impacts of that as well as the
23 NorthSTAR satellite facility and the Hardstand project,
24 which they've already implemented. And we will be holding
25 them to that. And I'm putting it on the record here, and we

01-115

1 will follow up with that in writing.

2 And those are my comments this evening. More work to
3 do. Thank you.

4 HEARING OFFICER PHILIPSEN: Now it is your
5 portion of the meeting to make your oral comment and I will
6 time you.

7 MR. MITCHELL: I can start now?

8 HEARING OFFICER PHILIPSEN: Yes.

9 MR. MITCHELL: My name is Chris Mitchell. I'm
10 a resident of Des Moines, Washington. We live under the
11 second runway. We were told certain things several years
12 ago about the use of that runway, which really weren't true,
13 and we're very concerned about the -- very concerned about
14 the noise, very concerned about the pollution, very
15 concerned about the possibility of disease derived from
16 breathing the air when the jets go over.

17 I'm very much for Hyperloop. I'm supporting Ernie in
18 this one, in that it's clean, efficient, fast, does not make
19 noise, and is probably the wave of the future.

20 That's my comment.

21 HEARING OFFICER PHILIPSEN: Okay. Thank you.

22 MR. MITCHELL: Thank you.

23 HEARING OFFICER PHILIPSEN: And now I'll turn
24 it over to you, three minutes, and I will be timing you.

25 MS. MARKKANEN: Do you give me a -- when I'm

NB-3/N2-1
N10-10

1 getting ready at three minutes?

2 HEARING OFFICER PHILIPSEN: Sure. I can give
3 you a half a minute left. You can go over a little bit if
4 you need to. I'll just let you know, and I can warn you if
5 necessary.

6 MS. MARKKANEN: Okay. My name is Marianne
7 Markkanen. I live at 20613-12th South in SeaTac above
8 the -- I live below the third runway.

9 When I bought the house in 1999 no Realtor mentioned
10 the -- I knew there was Runways 1 and 2, but I had no idea
11 there was going to be a third runway built. When the third
12 runway was built, we were told that it would just be for
13 overflow. I now hear at least 50 to a hundred planes come
14 over, especially between the hours of 7:00 to 11:00.

15 My cable reception is bad. My cell phone reception,
16 everybody that comes to visit me says I have the worst cell
17 phone reception. It's affecting my hearing. Once a year I
18 have to get my house washed because of the jet fuel
19 emissions that come down on my vinyl siding. And I have --
20 if I leave my car outside, in the morning there's all kinds
21 of crap that comes down from the airplanes.

22 And it's basically the air quality that I'm concerned
23 with. And also, I understand that even though there's noise
24 monitor little boxes in the area that there's nothing that
25 captures air quality, what's going on with the air quality.

N10-5 N15-2

53-1
 1 And that's one of my main requests for this, you know,
 2 environmental study, is to -- I understand there are some
 3 air quality monitors, but they're like a ways from the
 4 airport. And those of us that are affected are right by the
 5 airport right under the runways.

N10-1
 6 The Port has already cut down thousands of trees; you
 7 know, we protested that. The trees catch the emissions.
 8 They claim that they had a complaint from a pilot that it
 9 was not safe, so they went ahead and cut down all these
 10 trees.

N3-7
 11 So I want to see out of this SAMP something for the
 12 community. I was told back about five years ago that my
 13 house was too young for a third -- three-pane window
 14 program. I feel that the amount of volume that they're
 15 anticipating for this airport, that that program should be
 16 aggressively started.

S2-1
 17 We need to see that the Port and the FAA care about the
 18 community. Right now all I see is that the plan is for
 19 increased volume of passengers, more building and making the
 20 airport larger. And they're going to do all of this
 21 increase with three runways. I don't get it. We've needed
 22 a regional airport for years, and I don't see any plans on
 23 the books for a regional airport. New York has JFK,
 24 LaGuardia. We need -- for the increase, we're the ninth
 25 biggest airport in the country, we need another regional

1 airport. Thank you.

2 HEARING OFFICER PHILIPSEN: Thank you.

3 Now we begin the oral portion, and you can give your
4 comment; I'll time you.

5 MR. CHRISTOPHERSON: Okay. We live on 25th.
6 I've lived under the airport since 1946 on 20th Avenue
7 South. I went to all the schools that the Port has closed
8 due to air-noise mitigations. They're currently building a
9 brand-new school where Glacier High School was, and the
10 reason they shut it down was because of noise.

11 When Glacier and all these other schools were shut
12 down, the planes would take off northbound or land
13 southbound over 20th Avenue from air- -- Runway No. 1.

14 Now, in the last -- quite a few years now, five, six
15 years, the planes are coming over this building, the senior
16 center, or community center, and they're going straight over
17 22nd Avenue South. And I have friends who live on 22nd.
18 When I'm talking to them, I'm watching the planes coming
19 right over.

20 The airport can stop all of these complaints about
21 noise on the eastside, specifically, if they could get these
22 pilots to stay on 20th and/or 16th or 18th Avenue when
23 they're landing and taking off. In bad weather, they stay
24 over there because they're having to use landing systems;
25 I'm not sure what it is. On good weather, they're flying

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5

1 right over this building, hit the Boeing Distribution
2 Center, and then they have to veer towards the west to get
3 to the runway and land. And to verify this, we'll go to the
4 perimeter road and watch the planes. And they're coming
5 over this building and then veer off to land. The worst
6 ones are the big jumbo jets and the air cargo.

7 So I guess my thing is, if you could just get the
8 airport to tell the pilots to stay on their original course
9 over 20th or 18th until they get to 128th, which is the end
10 of the clear zone, then they can go wherever they want.
11 Somebody in the other room says it's five miles out. So the
12 planes are violating that rule, if it's an FAA rule.

13 But we just wanted to say you could take care of a lot
14 of noise mitigation problems just by -- just moving it over
15 slightly, where it used to be since 1946 till 1975.

16 MS. MCLEES: I moved in there in my house,
17 which is two blocks over, about 40-some years ago, and when
18 I was outside, you could hear the planes, fine, but you
19 could still talk. You go in the house, you couldn't hear.
20 Now I have to turn the TV up even with the doors and windows
21 closed when I'm in the house because they're coming so
22 close, I can read the bottom of the Delta plane when it goes
23 over.

24 So one day I was out working in the yard, and an Alaska
25 Airline plane was really off course; it came right over my

1 head, and it scared me to death. But I wish they'd stay
2 where they belong. I've had four windows replaced from the
3 Port, and two more are cracked. I mean, probably two of the
4 ones they replaced.

5 So that's all I have to say. I just wish they'd stay
6 where they belong.

7 MR. CHRISTOPHERSON: Thank you for your time.

8 HEARING OFFICER PHILIPSEN: Thanks to both of
9 you, yeah.

10 I welcome you to give your three minutes of comments,
11 and I will keep time for you.

12 MR. YEREMEYEV: Cool. Thank you.

13 And I'm Aleksandr Yeremeyev, City of SeaTac economic
14 development. My comments, as far as the scope of the
15 environmental impact study, is more on the ground
16 transportation accessibility and logistics; meaning people
17 who are coming to the airport, they come from all over the
18 region, and they use certain means for transportation access
19 points or infrastructure, if you will, highways and freeways
20 and entry points, side streets, and other ways of getting to
21 the airport. And so the impact study should include a broad
22 geographic area because of the transportation coming in and
23 then going out again.

24 The main concern with that being the gridlock that
25 could potentially be a result of the increased growth, and

1 where there's demand from the outside, whatever the cause of
2 it, the results will definitely include more vehicle
3 traffic, whether it's trucks, cargo, passenger,
4 single-family -- or single-occupancy vehicles or whatnot
5 that are coming into the area.

6 So assessing the environmental impacts on that, and the
7 "environment" being broadly defined as anything that moves
8 and that doesn't, and then to make sure that we can
9 accommodate for that plan so that -- we only have one chance
10 to get it right because you can't fix it later. So "broad"
11 being defined as, say, from, at a minimum, downtown and I-90
12 to 405, Bellevue, and then down into 167, Highway 167,
13 Highway 18, because of the east -- east-west traffic. So
14 anything that comes over I-90 or over 18 and then up I-5 and
15 into SeaTac, and then also the other way out as well as --
16 so if I were to, say, north being probably Everett,
17 Lynnwood, and then as far out as Issaquah, Bellevue,
18 Sammamish, and then down North Bend through like Black
19 Diamond, along 18 and Auburn and the whole Federal Way area.
20 I don't think people are coming across the water yet, but
21 they may soon do that too. I hope that -- and then
22 progressively closer to the airport as well, and how that
23 can be accommodated, because whatever happens on the airport
24 property or outside of there, it all has to filter back in,
25 and it likely will be in city streets, City of SeaTac

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1 streets or City of Des Moines streets, City of Tukwila
2 streets, City of Seattle streets.

3 And those things will happen, and if not planned for it
4 will happen the way it happened without our ability to make
5 an impact or preplan for it or mitigate it.

6 Thank you so much.

7 HEARING OFFICER PHILIPSEN: I welcome you to
8 make your three minutes of comments and I'll be timing you.

9 MR. PALOSAARI: All right. So we have these
10 tomatoes from our garden that's right over here. This is
11 part of my comment in terms of -- recently they've found
12 thorium in tomatoes that are grown in this area. I don't
13 know if you know much about thorium, but it's nasty stuff.
14 And kind of my question of the evening is, should I be
15 eating these tomatoes? And I'll answer it to a certain
16 degree: If it's just one tomato, it's probably not going to
17 hurt. But if it's a lot of tomatoes, maybe that would
18 become more toxic.

19 The reason thorium is an important piece is because a
20 lot of the chemicals that we find in our environment around
21 here can also be attributed to other things besides jets.
22 And so through the years, the Port of Seattle has said,
23 "Well, you know, yes, we see that there's problems, but this
24 could be because of the diesel and the cars living next to
25 I-5, 509." You know, there's all these reasons to say it's

1 not about the airport.

2 Thorium's a really important piece because that's only
3 from jets. It's not something you can say, "Well, that's
4 because of all the, you know, ground traffic that we have."

5 So I have a seven-year-old and a three-month-old child,
6 and my concern is, is this environment safe for children?
7 It's as blunt as that. I mean, there's -- this is where I
8 bring in Flight Pattern Kids. These are adults who have
9 grown up in this area, and, you know, they're dying 12 years
10 sooner than the average around here. They have all sorts of
11 autoimmune diseases; they have all sorts of cancers, as much
12 as 500 times the rate of the average. And they all grew up
13 literally under the flight path.

14 So one of the things that I want people to consider
15 before they expand this airport any more than it is
16 currently is, do you guys even know the ramifications of the
17 product that you're promoting? And I look at air travel as
18 a product. It's not a necessity; it's almost like a
19 privilege. And a lot of people are benefiting from it, but
20 at the expense of the communities around the airport.

21 I've been asking people, "Should I, you know, stay
22 around here?"

23 And I've had more than one official person say, "Well,
24 if I had a young child, I would move."

25 My daughter is open to it because she's open to a lot

1 of things, but she doesn't want to particularly move. She
2 has tons of friends. We're highly involved in the SeaTac
3 area, and we don't want that to be the option. And the
4 other piece is, it's an option for us, but it's not an
5 option for probably about 80 percent of the people who live
6 around here who are very poor; they don't have the
7 opportunity to, you know, leave the area.

8 And so as you think in terms of moving forward, I think
9 you have the moral responsibility to say, you know, "What's
10 the cost on communities? What's the cost on children's
11 health? Before we go any further, let's really study this."

12 And so this is where we're calling for a thorough
13 environmental study; not just in terms of how it affects
14 the, you know, natural environment but also the human
15 environment. And, you know, the future of our children
16 needs to be paramount. We should never put profit before
17 children's health.

18 So that's my major statement. Thank you.

19 HEARING OFFICER PHILIPSEN: Thank you.

20 Now you have three minutes to express your views.
21 Thank you for coming and being here. We're very interested
22 in hearing what you have to say. And I'll time you. Okay?

23 MIRA PALOSAARI: Well, the first thing I need
24 to say is that like the planet needs like more help because
25 the environment is kind of like crashing down because of

1 | like the airport, like because they said to cut down the
2 | trees. And when they said to cut down the trees, I was kind
3 | of shocked because I usually would see more from the
4 | airport. I still like it, but I just wish that there
5 | wouldn't be so much pollution in like this environment.

6 | MR. PALOSAARI: Why is pollution bad, Mira?

7 | MIRA PALOSAARI: Because like many cancer or
8 | any of that stuff can happen sometimes, yeah.

9 | MR. PALOSAARI: So what's your concern as far
10 | as the airport getting bigger?

11 | MIRA PALOSAARI: Because there might be
12 | pollution more around the world. There might be more
13 | pollution like anywhere, really. Yeah.

14 | MR. PALOSAARI: And what's your concern as far
15 | as your health?

16 | MIRA PALOSAARI: Well, because I'm scared that
17 | like it might happen to me or anybody else that's important.
18 | So, yeah.

19 | MR. PALOSAARI: So what would you like them to
20 | do?

21 | MIRA PALOSAARI: Maybe help it some more, make
22 | it more healthy.

23 | MR. PALOSAARI: How can they help it?

24 | MIRA PALOSAARI: By like having a certain time
25 | that -- like we can plan a time that like we know that

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1 MS. PALOSAARI: Well, we live a mile from the
2 airport, which, initially when we moved to where we live, we
3 thought it was pretty cool because we could easily get there
4 for things and we could access the freeways really easily.
5 But it's been difficult. And my husband's done some studies
6 just about the impact of us living so close to the airport,
7 and just, at times, with the smells we can smell based on
8 the exhaust from the airplanes. And me and other women in
9 the neighborhood have struggled from infertility. And we
10 would like to assume that it's not from the airport, but
11 it's been hard -- it makes you wonder.

12 But I guess my biggest concern is, I understand that
13 companies need to expand; I understand. I understand how
14 companies would want to expand. And we ourselves love to
15 travel, but I would -- I would like to see our airport take
16 the lead on -- if they -- since they want to expand on --
17 take the lead on being -- having healthier -- figure out a
18 healthier fuel for airplanes.

19 And for me, I think when people become a frontrunner on
20 something economically, there's ways that money can come
21 back to them if they're willing to take some risks and do
22 the right thing and still expand but figure out a way to
23 have the pollutants that come from the airplanes be lessened
24 if they are going to be expanded.

25 So being the frontrunner, being innovative, yeah,

1 planes are going to go; we know that: Okay. This plane is
2 going to come at like 5:30 or something.

3 MR. PALOSAARI: Have better planning?

4 MIRA PALOSAARI: Yeah, like better planning.

5 MR. PALOSAARI: Do you think they should expand
6 the airport?

7 MIRA PALOSAARI: Yeah, there should be electric
8 planes.

9 MR. PALOSAARI: Okay. Look into maybe some
10 alternative forms with planes?

11 MIRA PALOSAARI: Um-hmm. And like maybe just,
12 yeah, make it more -- yeah.

13 MR. PALOSAARI: Healthier?

14 MIRA PALOSAARI: Healthy. Make it more
15 healthy, yeah.

16 MR. PALOSAARI: Do you have any questions?

17 MIRA PALOSAARI: No. I don't got any
18 questions.

19 MR. PALOSAARI: All right. Thank you.

20 HEARING OFFICER PHILIPSEN: So with that, you
21 now have three minutes and I will time you.

22 MS. PALOSAARI: It's for the environmental
23 impact currently of the airport or the expansion of the
24 airport? Is it talking about that?

25 MR. PALOSAARI: So what are your thoughts?

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1 that's kind of my thoughts.

2 HEARING OFFICER PHILIPSEN: Very good. Thank
3 you.

4 It is now 8:17, and there are no other speakers signed
5 up to speak. I am officially closing tonight's oral comment
6 portion of the scoping meeting.

7 (Public meeting concluded at 8:17 p.m.)

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CERTIFICATE

I, Brandice L. Pivar, a Certified Court Reporter in and for the State of Washington, do hereby certify that I reported by stenographic machine shorthand the proceedings hereinbefore contained on the subject matter on the date set forth, and that the foregoing 23 pages constitute a full, true, and correct transcript of said proceedings.

Witness my hand this 23rd day of September 2018.



BRANDICE L. PIVAR

License No. 3089

Certified Court Reporter in and for the State of Washington, residing at Seattle.